His Worship the Mayor
Councillors

City of Marion

Notice of General Council Meeting

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 25 July 2023 at 6.30 pm

The CEO hereby gives Notice pursuant to the provisions under Section 83 of the *Local Government Act 1999* that a General Council Meeting will be held.

A copy of the Agenda for this meeting is attached in accordance with Section 83 of the Act.

Meetings of the Council are open to the public and interested members of this community are welcome to attend. Access to the Council Chamber is via the main entrance to the Administration Centre on Sturt Road, Sturt.

Tony Harrison

Chief Executive Officer

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1 Open Meeting

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Disclosure

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

4 Council Member Declaration of Interest (if any)

5 Confirmation of Minutes

5.1 Confirmation of Minutes of the General Council Meeting held on 27 June 2023	
Report Reference	GC230725R5.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

RECOMMENDATION

That the minutes of the General Council Meeting held on 27 June 2023 be taken as read and confirmed.

ATTACHMENTS

1. G C 230627 - Final Minutes [**5.1.1** - 19 pages]

Minutes of the General Council Meeting
held on Tuesday, 27 June 2023 at 6.30 pm
Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Present

His Worship the Mayor Kris Hanna	
Councillor Joseph Masika	Councillor Jayne Hoffmann
Councillor Nathan Prior	Councillor Matt Taylor
Councillor Raelene Telfer	Councillor Renuka Lama (from 7.25pm)
Councillor Luke Naismith	Councillor Jana Mates
Councillor Jason Veliskou	Councillor Amar Singh
Councillor Sarah Luscombe	Councillor Ian Crossland

In Attendance

Chief Executive Officer - Tony Harrison
General Manager City Services - Ben Keen
General Manager Corporate Services - Angela Allison
General Manager City Development - Tony Lines
Manager Office of the CEO - Kate McKenzie
Unit Manager Governance and Council Support - Victoria Moritz

1 Open Meeting

The Chair opened the meeting at 6.31pm.

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Disclosure

All persons in attendance are advised that the audio of this General Council meeting will be recorded and will be made available on the City of Marion website.

4 Council Member Declaration of Interest (if any)

The Chair asked if any member wished to disclose an interest in relation to any item being considered at the meeting

The following interests were disclosed:

- Councillor Luscombe declared a material conflict of interest in the item *Cumbria Court Mitchell Park*

5 Confirmation of Minutes

5.1 Confirmation of Minutes of the General Council Meeting held on 13 June 2023
Report Reference GC230627R5.1

Moved Councillor Taylor **Seconded Councillor Prior**

That the minutes of the General Council Meeting held on 13 June 2023 be taken as read and confirmed.

Carried Unanimously

6 Communications

6.1 Elected Member Verbal Communications

In accordance with the *Code of Practice - Procedures at Council Meeting 2017/18* an Elected Member has the right to speak for up to two minutes in the second meeting of Council every second month from February (with the exception of caretaker period).

In accordance with the Council Member Training and Development Policy, Councillor Hoffmann provided a verbal update on her attendance at the Australian Local Government Association Conference and will submit a written report to Council at the next General Council Meeting on 25 July 2023:

- The ALGA conference was held in Canberra from 13 – 16 June 2023.
- Some overall statistics include:
    - 537 Councils represented.
    - 1,100 Council Members and staff.
    - 11 panels
    - 7 guest speakers
    - 3 opening addresses
    - 145 motions
- There was a panel on the future of Local Government and a panel around building a stronger workforce which featured the Mayor the City of Mitcham, Mayor Heather Holmes-Ross as a guest speaker. Mayor Heather Holmes-Ross explained the initiatives she has taken to recruit, to retain and grow their workforce.
- On the Wednesday there were four panels and two key-note speakers, a conversation about the Voice, Australia's affordable housing crisis, cyclones, fire and floods and cyber security in local governments
- The hero of the event were the motions. There were 145 motions ranging from finance and funding, transport and infrastructure, skills and workforce, emergency management, housing and homelessness, climate change and energy, community wellbeing, circular economy, environment, and biodiversity. There were some very lively debates with everyone representing their particular interests.
- Gained a real sense of the factors that were important to local communities across Australia including floods, heat, fires, transport, isolation, rising costs
- There were also several Networking events
- Took the opportunity to thank the Mayor, Council Members, CEO and staff for the opportunity to attend.

Moved Councillor Prior **Seconded Councillor Masika**

That the following Communications items be moved en bloc:

- Mayoral Communication Report
- CEO and Executive Communication Report

Carried Unanimously

6.2 Mayoral Communication Report
Report Reference GC230627R6.2
Name of Council Member Mayor - Kris Hanna

Date	Event	Comments
17.5.2023	Meeting with Chair of Club Marion Committee	
18.5.2023	National Volunteer Week Event at Cooinda Hall	
21.5.2023	Dover Gardens Dog Obedience Club	Presentation of trophies
24.5.2023	Visit to four businesses in Edwardstown Precinct	
25.5.2023	Opening night of Galleon Theatre play	
21.06.2023	Lions Club of Marion Inc 2023 Handover	Toast
22.06.2023	Coast FM radio segment	Interview
In addition, the Mayor has met with residents, MPs and with the CEO and Council staff regarding various issues.		

Moved Councillor Prior **Seconded Councillor Masika**

That the Mayoral Communication report be received and noted.

Carried Unanimously

6.3 CEO and Executive Communication Report
Report Reference GC230627R6.3

Date	Activity	Attended By
23 May 2023	Seacliff Retail Village Stakeholder Meeting	Tony Lines
24 May 2023	Meeting | Nicole Larkin Designs and City of Marion re Seaside Pool	Tony Lines
26 May 2023	Cross Council CEO Meeting with City of Mitcham, City of Playford, City of Adelaide, City of Charles Sturt, City of Port Adelaide Enfield, City of Holdfast, City of Salisbury and Mount Barker Council re corporate storytelling	Tony Harrison
26 May 2023	Meeting | Design IQ and City of Marion re Seacliff Boundary Realignment	Tony Lines

29 May2023	Monthly Meeting | Sarah Andrews MP (Member for Gibson)	Tony Harrison
29 May 2023	Meeting | Nicole Larkin Designs and City of Marion re Seaside Pool	Tony Lines
30 May 2023	Workshop | Oaklands Green and City of Marion re traffic management and parking	Tony Lines
30 May 2023	Site Visit SWBMX | with SWBMX Club representative re progress	Tony Lines
1 June 2023	Meeting | City of Marion and Patritti re irrigation	Tony Harrison
1 June 2023	Meeting | City of Marion and Partek Construction re Southern Soccer Facility	Tony Lines
5 June 2023	Meeting | Donna Dunbar - GM Corp. Serv. CCS	Angela Allison
5 June 2023	Glenthorne Playground Visit	Tony Harrison Tony Lines
5 June 2023	Fortnightly Meeting | City of Marion and Pelligra	Tony Harrison Tony Lines
6 June 2023	Meeting | Grant Myers SAJC re development	Tony Harrison
7 June 2023	Meeting | David Speirs MP (Member for Black)	Tony Harrison
7 June 2023	LG Professionals General Manager Working Group Meeting	Ben Keen
7 June 2023	Meeting | Cross Council Asset Collaboration with Cities of Charles Sturt and Pt Adelaide Enfield	Ben Keen
7 June 2023	Meeting with Consumer and Business Services re Felmeri Homes	Tony Lines
8 June 2023	Meeting | Greg Crerar – Aurion – GM Client Services	Angela Allison
14 June 2023	Meeting | Greenway Architects and City of Marion re SWBMX Start Hill	Tony Lines
14 June 2023	Meeting | Design IQ and City of Marion re Seacliff Boundary Realignment	Tony Lines
16 June 2023	Meeting | Blubuilt, North Projects, Aspects Studios, Innovis, CMW Geosciences SA, and City of Marion re Coastal Walkway	Tony Lines
19 June 2023	Meeting | Blubuilt, North Projects, Aspects Studios, Innovis, CMW Geosciences SA, and City of Marion re Coastal Walkway	Tony Lines
21 June 2023	Meeting | Adrian Ralph (CCS) & Fiona Harvey (PAE) Cross Council Fleet Collaboration	Angela Allison

21 June 2023	Information session by Green Adelaide | Benefits of Cool Fire (Kaurna kardla)	Ben Keen
22 June 2023	Meeting | Roberto Bria City of Holdfast Bay CEO re Boundary realignment	Tony Harrison
22 June 2023	Meeting | Grant Mayer (SAJC), Vaughn Lynch and Nick Bowden (Racing SA) re development	Tony Harrison
22 June 2023	Meeting | Oaklands Green PCG monthly meeting with City of Marion and Oaklands Green	Tony Lines
23 June 2023	Information Session | National Housing Finance Investment Corporation - Housing Australia Future Fund (HAFF) engagement with Local Government - SA	Angela Allison
26 June 2023	Meeting | SRWRA Board	Angela Allison
27 June 2023	Meeting | Cross Council Value for Money Collaborative Internal Audit - KPMG	Angela Allison

Moved Councillor Prior **Seconded Councillor Masika**

That the CEO and Executive Communication report be received and noted.

Carried Unanimously

7 Adjourned Items

7.1 Adjourned Item - Fleet Transition Plan
Report Reference GC230627R7.1

Moved Councillor Crossland **Seconded Councillor Masika**

That Council:

1. Note the update relating to the EV transition of the light motor vehicle fleet
2. Note that the consultants report on the cost of the electricity upgrade is scheduled to be received by 30 June 2023.
3. A Final report to council will be provided in August on recommendations relating to the Fleet transition to EVs.

Carried Unanimously

8 Deputations - Nil

9 Petitions - Nil

10 Committee Recommendations

Moved Councillor Luscombe **Seconded Councillor Veliskou**

That the following Committee Recommendations be moved en bloc:

- Confirmation of Minutes of the Infrastructure Committee Meeting held on 6 June 2023
- Confirmation of Minutes of the Environment Committee Meeting held on 6 June 2023

Carried Unanimously

10.1 Confirmation of Minutes of the Infrastructure Committee Meeting held on 6 June 2023

Report Reference GC23062710.1

Moved Councillor Luscombe **Seconded Councillor Veliskou**

That Council:

1. Receives and notes the minutes of the Infrastructure Committee meeting held on 6 June 2023.

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Infrastructure Committee.

Carried Unanimously

10.2 Confirmation of Minutes of the Environment Committee Meeting held on 6 June 2023

Report Reference GC230627R10.2

Moved Councillor Luscombe **Seconded Councillor Veliskou**

That Council**:**

1. Receives and notes the minutes of the Environment Committee meeting held on 6 June 2023.

2. Notes that separate reports will be brought to Council for consideration of any recommendations from the Environment Committee.

Carried Unanimously

11 Confidential Items - Nil

12 Corporate Reports for Decision

12.1 Council 4 Year Business Plan 2023-2027

Report Reference GC230627R12.1

Moved Councillor Telfer **Seconded Councillor Taylor**

That Council:

1. Adopts the City of Marion Business Plan 2023-2027, noting the minor edits made to the document as detailed in the Council report and authorises staff to update the 4 year business plan with any updated resolutions for projects listed within the plan prior to finalising the document

Carried Unanimously

Moved Councillor Veliskou **Seconded Councillor Crossland**

That the following items be moved en bloc:

- Annual Business Plan 2023-24 and Long Term Financial Plan
- Valuation - Adoption for 2023-24
- Rates Declaration 2023-24

Carried Unanimously

12.2 Annual Business Plan 2023-24 and Long Term Financial Plan
Report Reference GC220628R12.2

Moved Councillor Veliskou **Seconded Councillor Crossland**

That the following be adopted by council in the following order:

1. Financial Policies (Attachment 3)
   a) Rating Policy
   b) Treasury Management Policy
   c) Fees and Charges Policy
   d) Reserve Funds Policy
   e) Asset Accounting Policy
   f) Budget Policy

2. Pursuant to Section 123(6) of the *Local Government Act 1999* and regulation 6 of the *Local Government (Financial Management) Regulations 2011*, the Annual Business Plan 2023-2024 (Attachment 1)

3. Pursuant to Section 123(7) of the *Local Government Act 1999*, and regulation 7 of the *Local Government (Financial Management) Regulations 2011*, the Annual Budget 2023-2024 (Attachment 1)

4. Pursuant to Section 122(1a) of the *Local Government Act 1999*, and regulation 5 of the *Local Government (Financial Management) Regulations 2011*, the Long Term Financial Plan 2023-2033 (Attachment 2).

5. That in accordance with the 2023-2024 Annual Business Plan and budgeted borrowings included in the 2023-2024 budget, Council is authorised to negotiate with lending authorities for additional loan borrowings of up to $18m.

6. That the Mayor and the Chief Executive Officer be authorised to execute any relevant documentation in relation to the borrowings as required for and on behalf of Council and affix the Council's common seal thereto.

Carried Unanimously

12.3 Valuation - Adoption for 2023-24
Report Reference GC230627R12.3

Moved Councillor Veliskou **Seconded Councillor Crossland**

That Council:

1. Pursuant to Section 167(2)(a) of the *Local Government Act 1999* adopts the capital valuations as supplied by the Office of the Valuer-General, (at Supplementary Week 51 dated 26 June 2023), as the Valuations that are to apply to land within its area for rating purposes for the 2023-24 financial year.

2. Notes that, at the time of adoption, the Valuation totalled $31,902,234,080 (including $30,385,071,934 Rateable and $1,517,162,146 Exempt).

Carried Unanimously

12.4 Rates Declaration 2023-24
Report Reference GC230627R12.4

Moved Councillor Veliskou **Seconded Councillor Crossland**

1. That pursuant to Section 153(1)(b) and 156(1)(a) of the Local Government Act 1999 the Council declares differential general rates according to land use based on Capital Value within the area for the 2023-24 financial year as follows:

   1.1 0.256957 cents in the dollar on rateable land of Categories 1 - Residential, 7 Primary Production, 9 – Other.

   1.2 0.565306 cents in the dollar on rateable land of Categories 2 – Commercial Shop, 3 – Commercial Office, 4 - Commercial Other.

   1.3 0.539610 cents in the dollar on rateable land of Categories 5 - Industry Light and 6 - Industry Other.

   1.4 0.565306 cents in the dollar on rateable land of Category 8 - Vacant Land

2. That pursuant to Section 158 (1)(a) of the *Local Government Act 1999*, fixes a minimum amount payable by way of General Rates in respect of rateable land within the area for the 2023-24 financial year of $1,148.00.

3. That pursuant to Section 153(3) of the *Local Government Act 1999* the Council has determined not to fix a maximum increase under this Section in the general rate to be charged on a principal place of residence of a principal ratepayer upon the basis that relief is otherwise provided under the 'Discretionary Rebate – Residential Land Use (Residential Rate Rebate)' provision of its Rating Policy.

4. That, as required by the *Landscape South Australia Act 2019*, and pursuant to Section 69 of that Act and Section 154 (1) of the *Local Government Act 1999*, the Council declares a Separate Rate of 0.007701 cents in the dollar on all rateable land in the area covered by the Green Adelaide Board within this Council's area for the 2023-24 financial year.

5. That pursuant to Section 181 (1) of the *Local Government Act 1999*, rates are payable in four equal or approximately equal instalments, and Council resolves that pursuant to section 181(2) of the Act the due dates for those instalments shall be:

   - 1 September 2023
   - 1 December 2023
   - 1 March 2024
   - 3 June 2024

6. That pursuant to Section 44 of the *Local Government Act 1999* the Council delegates to the Chief Executive Officer the power at Section 181(4)(b) to alter the due date for payment of any rate or instalment payment of a ratepayer where circumstances warrant such action, and to make any arrangement for payment of an account (either including or excluding the imposition of fines thereon) over an extended period.

Carried Unanimously

12.5 Rate Rebates 2023-24
Report Reference GC230627R12.5

Moved Councillor Telfer **Seconded Councillor Masika**

That:

1. The Schedule of Rate Rebates (refer Appendix 1) be noted.

2. Council resolves that a discretionary rate rebate of 25% be granted under Section 166(1)(j) of the *Local Government Act 1999* to Foodbank SA on the properties it occupies for the 2023-24 financial year.

3. Council resolves that a discretionary rebate of 25% be granted under Section 166(1)(d) of the *Local Government Act 1999* to Suneden School on the property it occupies and uses for educational purposes for the 2023-24 financial year.

4. Council resolves that a discretionary rate rebate of 100% be granted under Section 166(1)(j) of the *Local Government Act 1999* to Scouts SA on the properties it occupies for the 2023-24 financial year with the exception of 34 Byron Ave Clovelly Park, used as a storage area. As notified by City of Marion staff during the past year to Scouts SA, given the presentation of this premises to Byron Avenue

5. Council resolves that a discretionary rate rebate of 50% be granted under Section 166(1)(j) of the *Local Government Act 1999* to the Abbeyfield Society (Marion) on the property it occupies at 5 Lawrence Ave, Edwardstown for the 2023-24 financial year.

6. Council resolves that a discretionary rate rebate of 50% be granted under Section 166(1)(j) of the *Local Government Act 1999* to the Plympton Glenelg RSL Sub Branch on the property it occupies at 464 Marion Rd, Plympton Park for the 2023-24 financial year.

7. Council resolves that a discretionary rate rebate of 75% be granted under Section 166(1)(j) of the *Local Government Act 1999* to Operation Flinders on the property it occupies at 3/938 and 4/938 South Road, Edwardstown for the 2023-24 financial year.

8. Council resolves that a discretionary rate rebate of 25% be granted under Section 166(1)(j) of the *Local Government Act 1999* to South Adelaide Squash Centre on the property it occupies at 2A Midera Avenue, Edwardstown for the 2023-24 financial year.

Carried Unanimously

12.6 Reconciliation Action Plan 2023-25
Report Reference GC23062712.6

Moved Councillor Mates **Seconded Councillor Veliskou**

1. That the draft Reconciliation Action Plan 2023-25 be referred to a Forum for further discussion

Carried

12.7 1 Cumbria Court, Mitchell Park
Report Reference GC230627R12.7

Councillor Luscombe declared a material conflict of interest due to her current employment with the Department of Education and will leave the meeting for the item.

6.52pm Councillor Luscombe left the meeting

Moved Councillor Telfer **Seconded Councillor Crossland**

That Council:

1. Notes that the Department for Education and Brompton Bowden School have advised Council that they do not wish to proceed with the leasing of 1 Cumbria Court, Mitchell Park.

2. Permits the Department of Education and Mitchell Park Kindergarten to advise Council by 22 August 2023 General Council if they wish to proceed with the leasing of 1 Cumbria Court Mitchell Park.

3. If the Department of Education and Mitchell Park Kindergarten has not expressed intent to lease 1 Cumbria Court Mitchell Park by 22 August 2023 then Council will write to the Minister for Education requesting their consent for the Permitted Use in the Lease to be varied from 'Neighbourhood Centre Purposes' to 'Open Space' and their consent to demolish the building on the Leased Land

4. Notes that the previously allocated $150,000 (GC20230214R11.1) for the building upgrade will no longer be required.

5. Allocates up to $110,000 in the 2023/24 budget to demolish the building and return the site to open space.

6. Allocates an additional $3,000 per annum (indexed) to the Open Space Operations budget in 2023/24 onwards for ongoing maintenance of the additional open space.

7. Notes there will be a favourable impact on the 2023/24 budget of $34,000 and an unfavourable impact on the Long Term Financial Plan (2024/25 onwards) of $3,000 (indexed) per annum

8. Notes the impact of these changes will be incorporated into the next budget review.

Carried Unanimously

12.8 Community Grants 2022/23 Round 2
Report Reference GC230627R12.8

7.01pm Councillor Luscombe re-entered the meeting

Moved Councillor Veliskou **Seconded Councillor Masika**

That Council:

1. Endorses a total of $48,167 for the Community Grants Program Round Two funding in 2022-2023 (as per the table below).

Organisation	Project title	Amount requested
Marion City Band Inc	Harmonising inclusion: Creating a neurodiverse-friendly Marion City Band Community	$3,730
Oaklands Community Garden	Enhancing community enjoyment of Oaklands Community Garden	$2,179
Marion Bowling Club Inc	All Abilities Bowls	$3,137
Southern & Western Community Broadcasting Inc (Coast FM)	Replacement of CD players in broadcasting studios	$4,361
Friends of Glenthorne National Park	Tools and small equipment	$1,285
Friends of Sturt River Landcare Group Inc	Vouchers for volunteers	$1,000
Adelaide Cricket Club	Junior Buffs - Girls - Cricket Academy	$4,936
Foodbank of South Australia Incorporated	Food Hub Edwardstown, Keeping Warm this Winter Project	$2,589
Royal Life Saving Society Aust South Australia Branch Inc	Becoming Swimmers in Australia	$4,937
Hub Netball Club Incorporated	Growing netball participation at a new club in Seaview	$4,623
The Probus Club of Hallett Cove Incorporated	Defibrillator Grant Application	$1,430
Cove Football Club Incorporated	Indigenous Guernseys	$3,000
South Coast Cycling	Sunsmart awning for volunteers/riders	$10,000
Dover Gardens Kennel and Obedience Club Inc	Faeces Mitigation Program	$960
	TOTAL	**$48,167**

Carried

Moved Councillor Masika **Seconded Councillor Veliskou**

That:

2. Endorses the amendment to the Community Grant Guidelines to include the responsibility of the applicant to disclose any in-kind or financial contribution received from the City of Marion in the current financial year and/or ongoing.

Carried Unanimously

12.9 Youth Grants 2022/23 Round 2
Report Reference GC230627R12.9

Moved Councillor Luscombe **Seconded Councillor Crossland**

That Council:

1. Endorses a total of $49,900 to the highest ranked applicants for the Youth Grants Program Round Two funding in 2022-2023 as per the table below:

Organisation	Project title	Amount requested
Sonder Care Limited (trading as Sonder) (lead agency for headspace Marion)	Connecting to community through culture	$10,000
YMCA of SA Youth and Family Services	Mighty mYnds	$10,000
Whitelion Youth Agency	First jobs campaign	$10,000
YMCA Youth and Family Services	Active Youth	$10,000
OzHarvest Limited	NEST Program	$9,900
	TOTAL	**$49,900**

2. Endorses amendments to the Youth Grants Program (commencing 1 July 2023) to include:

   a) Distributing the annual allocation of $120,000 via two rounds per year of $60,000,and;

   b) Remove the multi-year grant option.

Carried Unanimously

12.10 Youth Achievement Grants
Report Reference GC230627R12.10

Moved Councillor Naismith **Seconded Councillor Luscombe**

That Council:

1. Endorses the amendment to the Youth Achievement Grants Guidelines for applicants representing their state and country in an activity to receive a maximum of $400 combined, inclusive of representing at both levels, effective from 1 July 2023

Amendment

Moved Councillor Prior **Seconded Councillor Masika**

That Council:

1. Endorses the amendment to the Youth Achievement Grants Guidelines for applicants representing their state and country in an activity to receive a maximum of $400 combined, inclusive of representing at both levels, effective from 1 July 2023

2. Endorse the pool of available funds be increased to $40,000 ongoing effective from 1 July 2023

The amendment to become the motion was Carried
The motion as amended was Lost

7.25pm Councillor Lama entered the meeting
7.25pm Councillor Singh left the meeting

Moved Councillor Telfer **Seconded Councillor Crossland**

That Council:

1. Endorses the amendment to the Youth Achievement Grants Guidelines for applicants representing their state and country in an activity to receive a maximum of $400 combined, inclusive of representing at both levels, effective from 1 July 2023

2. Endorse the pool of available funds be increased to $25,000 ongoing effective from 1 July 2023

Carried Unanimously

12.11 Community Event Fund
Report Reference GC230627R12.11

7.28pm Councillor Taylor left the meeting
7.30pm Councillor Taylor re-entered the meeting

Moved Councillor Luscombe **Seconded Veliskou**

That Council:

1. Endorses Option 1 for the Community Event Fund - *Option 1*: CEF is offered over two rounds of $8,000 each ($16,000 per financial year), with a $1,000 limit per application.

2. Endorses the Community Event Fund Guidelines to be amended relevant to the option selected.

Carried Unanimously

12.12 Edwardstown Community Battery
Report Reference GC230627R12.12

7.31pm Councillor Singh re-entered the meeting

Moved Councillor Masika **Seconded Councillor Hoffmann**

That Council:

1. Notes the opportunity for a community battery to be located in Edwardstown at no cost to Council.

2. Supports granting a ground lease to the Department for Energy & Mining (DEM) for a term of 15 years at $1 per annum (peppercorn rent) for the purpose of a community battery over a portion of 48 Dumbarton Avenue, Edwardstown, Certificate of Title - Volume 5869 Folio 35.

3. Endorses undertaking community engagement in accordance with the requirements of Section 202 of the Local Government Act 1999, Council's Public Consultation Policy, and the Community Engagement Plan (Attachment 1).

4. Notes that a report will be brought to a future General Council Meeting to consider the feedback received from the community engagement.

Carried Unanimously

12.13 Marion Cultural Centre Plaza Update and Community Land Revocation

Report Reference GC230627R12.13

Moved Councillor Taylor **Seconded Councillor Prior**

That Council:

1. Endorses the revised designs for Marion Cultural Centre Plaza as per Attachment 1.

2. Endorses the completion of tender documentation, tender and award of construction contract subject to tender sums being within the current budget allocation.

3. Notes the process of community land revocation and road opening.

4. Authorises Administration to commence the revocation process under Section 194 (2) of the Local Government Act and endorses the report contained in Attachment 2 titled 'Proposed revocation of community land classification Allotment 220 Warracowie Way Oaklands Park' for public consultation.

5. Authorises the Chief Executive Officer to make minor amendments to the 'Proposed revocation of community land classification Allotment 220 Warracowie Way Oaklands Park' Report for Consultation prior to community engagement.

6. Endorses the community engagement plan.

7. Receives a report of the outcome of the public consultation under Section 194(2)(b) of the *Local Government Act 1999.*

8. Notes that the balance of the land (approximately 395m2) will be merged with the adjoining Marion Cultural Centre Certificate of Title Volume 5880 Folio 722 upon creation of the road reserve.

9. Notes the whole of life cost estimates for the project.

Carried

12.14 Stobie Poles and Utility Box Program

Report Reference GC230627R12.14

Moved Councillor Hoffmann **Seconded Councillor Mates**

That Council:

1. Notes the report.
2. Commits $15,000 plus CPI escalation annually from 2023/2024 for an ongoing program for public art on utility boxes, stobie poles and other scale-appropriate Council assets.

Carried Unanimously

12.15 Flinders Greenway
Report Reference GC230627R12.15

Moved Councillor Veliskou **Seconded Councillor Mates**

That this item be adjourned until the General Council Meeting to be held on 25 July 2023 to allow for additional information to be received.

Carried Unanimously

13 Corporate Reports for Information/Noting

13.1 Mitchell Park Sports and Community Centre - Management Model Update
Report Reference GC230627R13.1

Moved Councillor Telfer **Seconded Councillor Lama**

That Council:

1. Notes this report.
2. Notes that a more detailed report will be presented to Council in October 2023 to consider the future management and operation of MPSCC beyond the current 2-year arrangement.

Carried Unanimously

Moved Councillor Veliskou **Seconded Councillor Prior**

That the following reports be moved en bloc:

- Finance Report - May 2023

- WHS Report

7.55pm Councillor Naismith left the meeting
7.57pm Councillor Naismith re-entered the meeting

Carried Unanimously

13.2 Finance Report - May 2023
Report Reference GC230314R13.2

Moved Councillor Veliskou **Seconded Councillor Prior**

That Council:

1. Receives the report "Finance Report - May 2023"

Carried Unanimously

13.3 WHS Report
Report Reference GC23062713.3

Moved Councillor Veliskou **Seconded Councillor Prior**

That Council:

1. Note this report.

Carried Unanimously

14 Workshop / Presentation Items - Nil

15 Questions With Notice

15.1 SWBMX/Cove BMX
Report Reference GC230627Q15.1
Council Member Mayor Kris Hanna

QUESTION

1. Upon completion of the Sam Willoughby International BMX facility, to which organisation precisely will a lease/license be granted?

2. What voting rights/level of control will the Cove BMX club have in relation to use of the SWIBMX facility?

3. What are the governance arrangements which would resolve any dispute between Cove BMX club and Happy Valley BMX club in relation to shared operation of the SWIBMX facility?

4. Has the State Government or anyone else expressed concern that two local BMX clubs will have control of this international facility at the exclusion of the other metropolitan BMX clubs?

SUPPORTING INFORMATION

Nil

Response Received From	Unit Manager Property Strategy and Delivery - Mark Hubbard
Corporate Manager	Manager City Property - Thuyen Vi-Alternetti
General Manager	General Manager City Development - Tony Lines

STAFF COMMENTS

1. Upon completion of the Sam Willoughby International BMX facility, to which organisation precisely will a lease/license be granted?
    a. The sub-lease will be granted to 'SWBMX Facility Inc'

2. What voting rights/level of control will the Cove BMX club have in relation to use of the SWIBMX facility?
    a. SWBMX Facility Inc has two Foundation Members, one being the Cove BMX Club and the other the Happy Valley BMX Club. Each Member has equal voting rights.
    b. The members appoint a Board comprised of an Independent Chair, 3 delegates from each of the Foundation Members as Directors (elected) and up to 2 Appointed Directors.
    c. The business and affairs of SWBMX Facility Inc are managed by the Board, which includes the operations of the SWBMX Facility.
    d. SWBMX Facility Inc has established a plan of operation for the times of use that both Clubs will have access to the facility. The main revenue generating activities from the operation of the facility will go to SWBMX Facility for the entity to be able to pay for all outgoing costs to operate the facility, and to generate surpluses to reinvest back into the facility. An SWBMX Facility Inc and Club finance model was developed as part of the operational model developed in 2021 leading up to the original facility opening in January 2022.

3. What are the governance arrangements which would resolve any dispute between Cove BMX club and Happy Valley BMX club in relation to shared operation of the SWIBMX facility?
    a. The SWBMX Facility Inc Constitution includes clauses relating to "Discipline and Dispute Resolution".
    (a) The board may make regulations governing the hearing and determination of disputes, protests or complaints by or against members or participants and any other matter involving the enforcement of this constitution or the regulations against members or participants.
    (b) A regulation made under clause 5.18(a) may: (i) provide for one or more judiciary committees or tribunals to hear and resolve cases falling under clause;5.18(a) (ii) prescribe penalties for breaches of this Constitution or the Regulations; (iii) invest a judiciary committee or tribunal with power to impose penalties; (iv) and otherwise prescribe the procedures for dealing with cases falling under clause 5.18(a).
    (c) Despite any regulation made under clause,5.18(a) the board may itself deal with any disciplinary matter referred to it or appoint a judiciary committee to do so.
    (d) All proceedings relating to cases falling under clause 5.18(a) must be conducted according to the rules of natural justice.
    (e) The dispute resolution procedure set out in this clause applies to disputes between a Member and: (i) another Member; or (ii) the Association.
    (f) The parties to the dispute must meet and discuss the matter in dispute, and, if possible, resolve the dispute within fourteen (14) days after the dispute comes to the attention of all parties.
    (g) If the parties are unable to resolve the dispute at the meeting or if a party fails to attend that meeting, then the parties must, within ten (10) days after the scheduled meeting, refer the dispute to the State Dispute Centre for resolution.

(h) The committee may prescribe additional grievance procedures in regulations consistent with this clause 5.18.
(i) In this clause 'Member' includes any former member who was a member not more than six months before the dispute occurred.

4. Has the State Government or anyone else expressed concern that two local BMX clubs will have control of this international facility at the exclusion of the other metropolitan BMX clubs?
    a. Staff are not aware of any concerns raised in regard to the structure established to oversee the operation of the SWBMX Facility.

16 Motions With Notice - Nil

17 Questions Without Notice - Nil

18 Motions Without Notice - Nil

19 Other Business - Nil

20 Meeting Closure

The meeting was declared closed at 8.06pm.

CONFIRMED THIS 25 DAY OF JULY 2023

_____
CHAIRPERSON

6 Communications

6.1 Elected Member Verbal Communications

In accordance with the *Code of Practice - Procedures at Council Meeting* an Council Member has the right to speak for up to two minutes in the second meeting of Council every second month from February (with the exception of caretaker period).

6.2 Mayoral Communication Report
Report Reference GC230725R6.2
Name of Council Member Mayor - Kris Hanna

Date	Event	Comments
21.6.23	Lions Club of Marion Inc 2023 Handover	Toast
22.6.23	Coast FM radio segment	Interview
24.6.23	Opening of Ballara Park Reserve, Warradale	Opening speech
24.6.23	Opening of Weaver Street Reserve, Edwardstown	Opening speech
24.6.23	Celebrating Refugee Week 2023 at Marion Cultural Centre	Opening speech and interview
27.6.23	Meeting with Mr Shimada Junji, Consulate-General of Japan, Melbourne	
27.6.23	Attend Dog and Cat Management Board Lunch	
28.6.23	Meeting with Chair of Finance, Risk & Audit Committee	
28.6.23	Attend Lions Club of Edwardstown 2023 Handover	Toast
30.6.23	Attend book launch at Hetzel Lecture Theatre	
3.7.23	Attend launch of Seacliff Village	
3.7.23	Attend Greater Adelaide Regional Organisation of Councils (GAROC) committee meeting	
8.7.23	Citizenship ceremonies	
8.7.23	Morphettville Park Football Club Sponsors Day	
12.7.23	Attend Southern Business Connections Professional Networking event	
13.7.23	Attend Tonsley Connections community event	
In addition, the Mayor has met with residents, MPs and with the CEO and Council staff regarding various issues.		

6.3 Deputy Mayor Communication Report

Report Reference GC230725R6.3
Name of Council Member Deputy Mayor – Raelene Telfer

Date	Event	Comments
19/5/23	Oaklands Community Garden	Fundraising event film
27/5/23	Reconciliation Week LKCC	Spoke for City of Marion
2/6/23	URPS submission re Bedford Pk Code	Heard arguments
2/6/23	MPSCC meeting of long term members	Viewpoints on branding
4/6/23	Sturt Landcare planting day	Met coordinators
6/6/23	Marion Museum Committee Meeting	Discussion at end
6/6/23	Environment Committee	Attended
7/6/23	Dover Dog Committee	Met for discussion
18/6/23	ARA Souk and Refugee Week celebrations	Spoke for City of Marion
19/6/23	Tonsley and Cohen playgrounds	Briefing
20/6/23	Warriparinga Ward	Briefing
22/6/23	MPSCC Advisory Committee	Teams Link
23/6/23	MPSCC first birthday groups	Celebrations
11/7/23	Warriparinga Ward	Briefing
17/7/23	Club Marion Board	Attended latter part
18/7/23	Flinders Greenway	Consultation discussions

6.4 CEO and Executive Communication Report

Report Reference GC230725R6.4

Date	Activity	Attended By
3 July 2023	Seacliff Village Opening	Tony Harrison Tony Lines
3 July 2023	Fortnightly Meeting | Pelligra	Tony Harrison Tony Lines
5 July 2023	LGA CEO Briefing - Strategic Management Plan Advice Scheme	Angela Allison Tony Harrison
5 July 2023	Weekly Onsite Meeting | Blubuilt, North Projects, Aspects Studios, Innovis, CMW Geosciences SA,	Tony Lines

	and City of Marion re Coastal Walkway Bridges	
5 July 2023	Meeting | SA Power Networks, Office of the Technical Regulator and City of Marion regarding Tree Planting	Ben Keen
6 July 2023	General Managers & Directors Network Forum	Angela Allison
6 July 2023	Meeting | Clinton Jury LGA CEO	Tony Harrison
7 July 2023	Meeting | Grant Mayer CEO SAJC	Tony Harrison
7 July 2023	LG Professionals SA General Managers and Directors Network Forum	Ben Keen
10 July 2023	Meeting | UniSA re Lean Six Sigma program	Ben Keen
11 July 2023	Meeting | Blubuilt, North Projects, Aspects Studios, Innovis, CMW Geosciences SA, and City of Marion re Design options for Nungamooora (Coastal Walkway)	Tony Lines
13 July 2023	Tonsley Connections event	Tony Harrison
14 July 2023	Meeting | Chris Menz and Todd Perry Renewal SA	Tony Harrison Tony Lines
17 July 2023	Tranche 2 Check-in with ESCOSA	Angela Allison Tony Harrison
17 July 2023	Fortnightly Meeting | Pelligra	Tony Harrison Tony Lines
18 July 2023	Official Opening Cormorant Reserve	Tony Lines
19 July 2023	Meeting | Flinders University regarding Oaklands Education Centre	Ben Keen
21 July 2023	Meeting | LG Professionals General Managers and Directors Working Group	Ben Keen
29 July 2023	LGRS CEO Forum	Tony Harrison
30 July 2023	Meeting | Phil Hole (Cove FC Chairman)	Tony Harrison

7 Adjourned Items

7.1 Adjourned item - Flinders Greenway	
Report Reference	GC230725R7.1
Originating Officer	Acting Unit Manager Engineering – Nathan Saxty
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

The item '*Flinders Greenway*', GC230627R12.15 (attachment 1) was adjourned at the 27 June 2023 General Council meeting to allow for additional information to be received.

In accordance with the *Local Government (Procedures at Meetings) Regulations*, the debate on an adjourned item will resume and continue at the point it was adjourned. There was no mover and seconder of the report recommendations, and no one has spoken in the debate.

The current motion is as follows:

Moved Councillor Veliskou, Seconded Councillor Mates

That:
This item be adjourned until the General Council Meeting to be held on 25 July 2023 to allow for additional information to be received.

RECOMMENDATION

That Council:

1. **Notes the Community Consultation Summary Report (Attachment 2).**
2. **Notes the email from the Department for Infrastructure and Transport's North South Corridor Project Team regarding the 50:50 funding for the Detailed Design of the Flinders Greenway through the City Shaping Program.**
3. **Endorses staff to proceed to Detailed Design phase (an allocation of $75k is currently in the Annual Business Plan and Budget for 2023-24).**
4. **Endorses the concept design feedback for inclusion in the detailed design of Flinders Greenway.**
5. **Endorses renaming the section of Flinders Greenway between Alawoona Avenue, Tonsley and Railway Terrace, Ascot Park from Flinders Greenway to Tonsley Greenway.**
6. **Notes that a future report will be brought back to Council in December 2023 with further details on project delivery timeframes, budget, and grant opportunities.**

DISCUSSION

On 18 July 2023, the Mayor and Ward Councillors met with staff to discuss the community consultation feedback in detail. The discussion included the following items:

<u>Alignment</u>

Alternative alignments were discussed, and it was agreed that the endorsed alignment provides an optimum link between the Flinders Greenway and the Marino Rocks Greenway

whilst considering areas of known traffic congestion (Renown Avenue). There are a number of infrastructure restraints that do not allow the Greenway to be located in / adjacent to the rail corridor.

Concept Design Feedback

- Adelaide Terrace
    - Request to reduce path width from 3.0m to 2.0m for cyclists use only (existing footpath located on eastern side of Adelaide Terrace).
    - It was noted that the road intersections on Adelaide Terrace / Dunorlan Road and Railway Terrace / Sixth Avenue will be reviewed separately to identify feasible safety improvements for all road users.
    - Include fencing or physical barrier at the northern end of path to encourage cyclists / pedestrians to use the dedicated pedestrian crossing.
- West Street
    - Support Option 1 to retain existing southbound and northbound bicycle lane times with on-street parking provisions to remain outside of these times.
- English Avenue / Percy Avenue
    - Ensure a physical barrier is installed between vehicle traffic and cyclists.
    - Consider give way signage for cyclists exiting the dedicated cycling path to improve access and safety.
    - Extend two-way bicycle lane on English Avenue further east to avoid traffic movement conflicts with Renown Avenue.
    - Consider appropriate driveway crossing treatments.
    - Remove 4 garden beds on English Avenue and at the junction of English Avenue and Percy Avenue.
    - Maximise resident on street parking on Percy Avenue to compensate for loss of street parking on the eastern side of the road.

Naming

The term Greenway is a commonly used description in Australia and the United States for what are (primarily) traffic-separated shared use paths and those routes in which the level of priority for cyclists and/or pedestrians is high. In Adelaide, Greenways tend to follow rail corridors with on-road connections or links where it is not possible to continue an undisrupted path.

The Flinders Greenway is intended to be a primary cycling route; however, a number of constraints do not allow for a dedicated traffic-separated shared use path for the entire length of the Greenway.

There are several considerations to be considered when renaming the Flinders Greenway, namely:

a. The naming needs to be consistent with all other primary level bikeways which have a significant portion of their route separated from traffic.
b. The Flinders Greenway is now well recognised and supported by the Department for Infrastructure and Transport (DIT). The name ‘Flinders Greenway’ is used for the existing section of the shared use path south of Alawoona Avenue.
c. It could be confusing to rename Flinders Greenway for cyclists (particularly visitors / broader community) navigating to Flinders University and Flinders Medical Centre.

Taking into consideration the above, the Ward Councillors supported changing the name from Flinders Greenway to Tonsley Greenway between Alawoona Avenue, Tonsley and Railway Terrace, Ascot Park where it meets the Marino Rocks Greenway.

ATTACHMENTS

1. Flinders Greenway G C 230627 R 12.15 [**7.1.1** - 27 pages]

2. Community feedback report FG Updated [**7.1.2** - 29 pages]
3. FG raw responses Names Redacted [**7.1.3** - 80 pages]

12.15 Flinders Greenway	
Report Reference	GC230627R12.15
Originating Officer	Unit Manager Engineering – Carl Lundborg
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

The purpose of this report is to provide Council with a summary of the Flinders Greenway community consultation and to seek endorsement to proceed to detailed design.

REPORT HISTORY

Report Reference	Report Title
GC190423R06	Tonsley Greenway – Celtic Avenue to Daws Road
GC211026R11.1	Flinders Greenway Alignment

EXECUTIVE SUMMARY

The 4.6 km Flinders Greenway route is a key connection between Flinders University, Tonsley and further north to the Marino Rocks Greenway. Stage 1 of the Greenway (1.6 km) has been constructed which connects Flinders University to Alawoona Avenue, Tonsley. Stage 2 (0.6km) is within the Tonsley Development which is planned for construction over two years 23/24 & 24/25. Stage 3 (2.4km) which connects the northern section of Tonsley to the Marino Rocks Greenway (and continuing to the Adelaide CBD) is in the planning, concept design and consultation stages.

The Flinders Greenway concept plans have been presented to the community (Attachment 1) and consultation undertaken during May 2023. It was found from the 38 survey responses that 76% definitely support or somewhat support the Flinders Greenway alignment and a positive sentiment on providing a cycling link through the area (Attachment 2).

It is recommended that Council proceeds to Detailed Design phase noting that the Department for Infrastructure and Transport (DIT) is in principle supportive of the concept design and has indicated 50:50 funding for the detailed design phase through the North South Corridor Project City Shaping Program (subject to minister approval) (Attachment 3). It is expected that the detailed design will cost approximately $75k.

A future report will be presented to Council in December 2023 outlining delivery timeframes, budget, grant opportunities and updates from Stage 2 of the Greenway within the Tonsley Development.

RECOMMENDATION

That Council:

1. **Notes the Community Consultation Summary Report (Attachment 2).**
2. **Notes the email from the Department for Infrastructure and Transport's North South Corridor Project Team regarding the 50:50 funding for the Detailed Design of the Flinders Greenway through the City Shaping Program (Attachment 3).**
3. **Endorses staff to proceed to Detailed Design phase (an allocation of $75k is currently in the Annual Business Plan and Budget for 2023-24).**

4. **Notes that a future report will be brought back to Council in December 2023 with further details on project delivery timeframes, budget, and grant opportunities.**

BACKGROUND

The Flinders Greenway is identified in Council's Walking and Cycling Guidelines and network plan 2018-2022 (as the Tonsley Greenway) as a key connection between Flinders University, Tonsley and further north to the Marino Rocks Greenway.

The first stage of the Flinders Greenway (between Flinders University to Alawoona Avenue) has been constructed in partnership with Renewal SA, Department for Infrastructure and Transport (DIT) and Council. The second stage (between Alawoona Avenue and Cohen Court) is planned for construction in 2023-24 to 2024-25 as part of the Tonsley development.

On 26 October 2021, Council endorsed the Flinders Greenway alignment for stage 3. The alignment was to connect with the shared use path from Cohen Court Reserve to Windsor Avenue. An assessment on the feasibility of constructing a shared use path in this location identified the following:

- Existing services were present and would require significant relocation works.
- A number of large mature trees that would compromise the width of the path and create future maintenance issues.
- Sight line visibility concerns entering and exiting Windsor Court (between units at Nos. 14 & 18 Windsor Avenue).

As a result of the assessment, the alignment of the path should connect through Cohen Court Reserve to Cohen Court as the only feasible route option.

The alignment of the Flinders Greenway would connect from the Tonsley Development, through Cohen Court Reserve, along Cohen Court connecting to Windsor Avenue (through Celtic Avenue Intersection) and into English Avenue. Then travel westbound along English Avenue to Percy Avenue and continue to the Pedestrian Activated Crossing (PAC) on Daws Road. Continuing heading north bound along West Street through to Adelaide Terrace and linking into the Marino Rocks Greenway.

Concept plans were developed for each of the roads and intersections along the 2.4km route (Attachment 1).

DISCUSSION

The Flinders Greenway concept designs were provided to the community for a 3-week consultation commencing on 1 May 2023. The concept plans were split into each road length and intersection to provide the community the ability to view areas of their particular interest and to provide detailed comment for each treatment.

The consultation engagement used a mixture of tools to direct the community to fill out the survey, these included:

- Letters sent to adjacent residents along the route alignment (389 letters distributed).
- Onsite signage.
- Making Marion.
- Social Media posts.
- Letters and plans set up at Sacred Heart College administration office (corner of Percy Avenue and English Avenue).

The summary report from the community consultation (Attachment 2) identified these key findings:

- 38 survey responses.
- 75% of respondents reported that they are bicycle riders.
- 76% definitely or somewhat support the Flinders Greenway alignment.
- Positive sentiment on providing a cycling link through the area. Request for additional physical barriers separating them from traffic.
- Options for full time bike lanes were strongly supported.
- One way traffic movement at English and Percy was the preferred option with 65% supporting the option and 27% supported the two-way movement.

According to the general support for the Flinders Greenway conceptual design, it is recommended to proceed to Detailed Design stage taking into account the following:

Road/Intersection	Comments/ Design Considerations
Cohen Court	Continue with the preferred treatment of sharrows and intersection upgrades.
Windsor Avenue (South of Celtic)	Continue with Road Cushions with Cyclist Bypass. Identify the segments for yellow line treatment for the devices and identify number of on-street car parks that will be removed.
Celtic Avenue & Windsor Avenue Intersection	Continue with the line marking and green pavement treatment. Ensure cyclists crossing Celtic Avenue have a safe crossing at this location.
Windsor Avenue (North of Celtic)	Continue with the intersection priority switch on Australian Avenue and Scottish Avenue. Consider the implementation of Road Cushions with cyclist bypasses for consistency.
English Avenue / Percy Avenue	One Way option is the preferred treatment. Check the turning movements of school buses in this area.
Percy Avenue	Consider the interaction of pedestrians and cyclists at the Daws Road intersection. Opportunity for economic uplift/streetscape at this location in front of the shops.
West Street	Although the community supported the full-time bike lanes (86% support), it is noted that the residents along West Street were not fully represented in the survey.
Adelaide Terrace	Continue with the Shared Use Path.

The detailed design for the Flinders Greenway is expected to cost approximately $75k, and if endorsed by Council can commence this design in 2023-24. Budget has been allocated in the Draft Annual Business Plan to undertake this Detailed Design.

In addition, DIT has provided the City of Marion in principle support for the detailed design and has indicated (subject to Council and Minister approval) a 50:50 funding arrangement ($37.5k City of Marion and $37.5k DIT) through the North South Corridor City Shaping Program (Attachment 3).

Staff will provide a further report on the detailed design of the Flinders Greenway, estimate project costs, staging timeframes, grant opportunities and any updates on stage 2 of the Flinders Greenway (within the Tonsley Development).

ATTACHMENTS

1. Flinders Greenway Concept Plan (For Consultation - May 2023) [**12.15.1** - 11 pages]
2. Flinders Greenway Engagement - Community Feedback Report [**12.15.2** - 12 pages]
3. North South Corridor Delivery Office - City Shaping Program (50:50 Funding) - Flinders Greenway Detailed Design [**12.15.3** - 1 page]

Perspective

SHEET INDEX	
Drawing Number	Sheet Title
FG00	LOCALITY PLAN AND SHEET INDEX
FG01	COHEN COURT
FG02	WINDSOR AVENUE
FG03	WINDSOR AVENUE & CELTIC AVENUE
FG04	WINDSOR AVENUE (NORTH)
FG05	ENGLISH AVENUE AND PERCY AVENUE
FG06	PERCY AVENUE
FG07 (A)	WEST STREET OPTION 1
FG07 (B)	WEST STREET OPTION 2
FG08	ADELAIDE TERRACE

PLAN
SCALE 1:2500

0 25,000 50,000 100,000 150,000
1 : 2,500mm (A1) - 1 : 5,000mm (A3)

LEGEND

CYCLING ROUTE

LOCALITY PLAN & SHEET INDEX

FLINDERS GREENWAY CONSULTATION

FG00

CITY OF MARION

FOR CONTINUATION REFER DRAWING FG02

0 4 8 16 24
1 : 400m (A1) - 1 : 800m (A3)

LEGEND

- GIVE WAY LINE
- NEW SHARROWS
- NEW SHARED USE KERB RAMP
- NO STOPPING YELLOW LINE

COHEN COURT, CLOVELLY PARK

FLINDERS GREENWAY CONSULTATION

FG01

CITY OF MARION

LEGEND

NEW SHARROWS

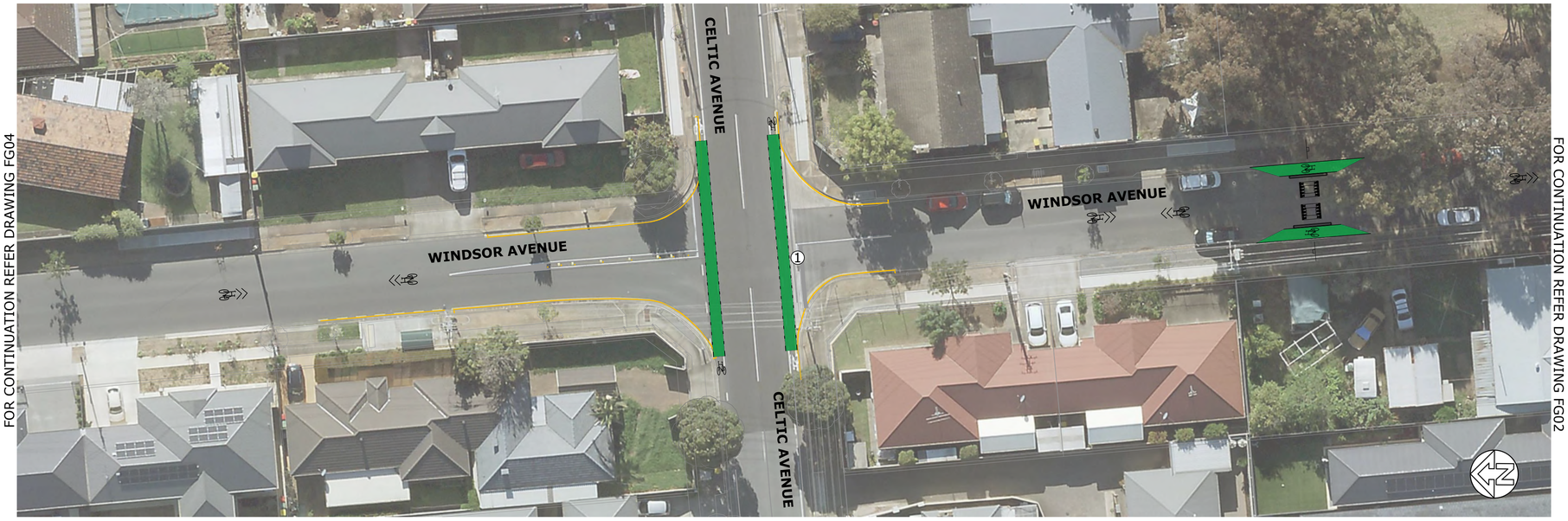
ROAD CUSHIONS WITH CYCLIST BYPASS

WINDSOR AVE, CLOVELLY PARK

FLINDERS GREENWAY CONSULTATION

FG02

CITY OF MARION



0 2 4 8 12
1 : 200m (A1) - 1 : 400m (A3)

LEGEND

NEW SHARROWS

NEW BICYCLE LANE GREEN PAVEMENT MARKING TREATMENT

ROAD HUMPS WITH CYCLIST BYPASS

NO STOPPING YELLOW LINE

WINDSOR AVE/CELTIC AVE, CLOVELLY PARK

FLINDERS GREENWAY CONSULTATION

FG03

CITY OF MARION

0 4 8 16 24
1 : 400m (A1) - 1 : 800m (A3)

LEGEND

GIVE WAY LINE

NEW SHARROWS

WINDSOR AVE (NORTH), CLOVELLY PARK

FLINDERS GREENWAY CONSULTATION FG04

CITY OF MARION

FOR CONTINUATION REFER DRAWING FG06

FOR CONTINUATION REFER DRAWING FG04

0 5 10 20 30
1 : 500m (A1) - 1 : 1,000m (A3)

LEGEND

- NEW SHARROWS
- NEW PERMEABLE PAVING (1.5m WIDE)
- NEW STENCILED ASPHALT SURFACE
- STREET SCAPING OPPORTUNITY
- NEW RAIN GARDEN
- MOUNTABLE MEDIAN
- GIVE WAY LINE
- ZEBRA CROSSING
- NEW TWO-WAY BICYCLE LANE WITH GREEN PAVEMENT MARKING TREATMENT

ENGLISH AVE/PERCY AVE, CLOVELLY PARK

FLINDERS GREENWAY CONSULTATION FG05

CITY OF MARION

LEGEND

NEW SHARROWS

NEW ANGLED BICYCLE RAMP

NEW SHARED USE KERB RAMP

NEW PEDESTRIAN FENCE

FOOTPATH TO BE RENEWED

ROAD CUSHIONS WITH CYCLIST BYPASS

0 5 10 20 30
1 : 500m (A1) - 1 : 1,000m (A3)

PERCY AVE, CLOVELLY PARK

FLINDERS GREENWAY CONSULTATION

FG06

CITY OF MARION

0 7.5 15 30 45
1 : 750m (A1) - 1 : 1,500m (A3)

LEGEND

NEW ANGLED BICYCLE RAMP

NEW SHARROWS

ROAD HUMPS WITH CYCLIST BYPASS

WEST STREET, ASCOT PARK (OPTION 1)

FLINDERS GREENWAY CONSULTATION

FG07 (A)

CITY OF MARION

LEGEND

NEW ANGLED BICYCLE RAMP

NEW BICYCLE LANE GREEN PAVEMENT MARKING TREATMENT

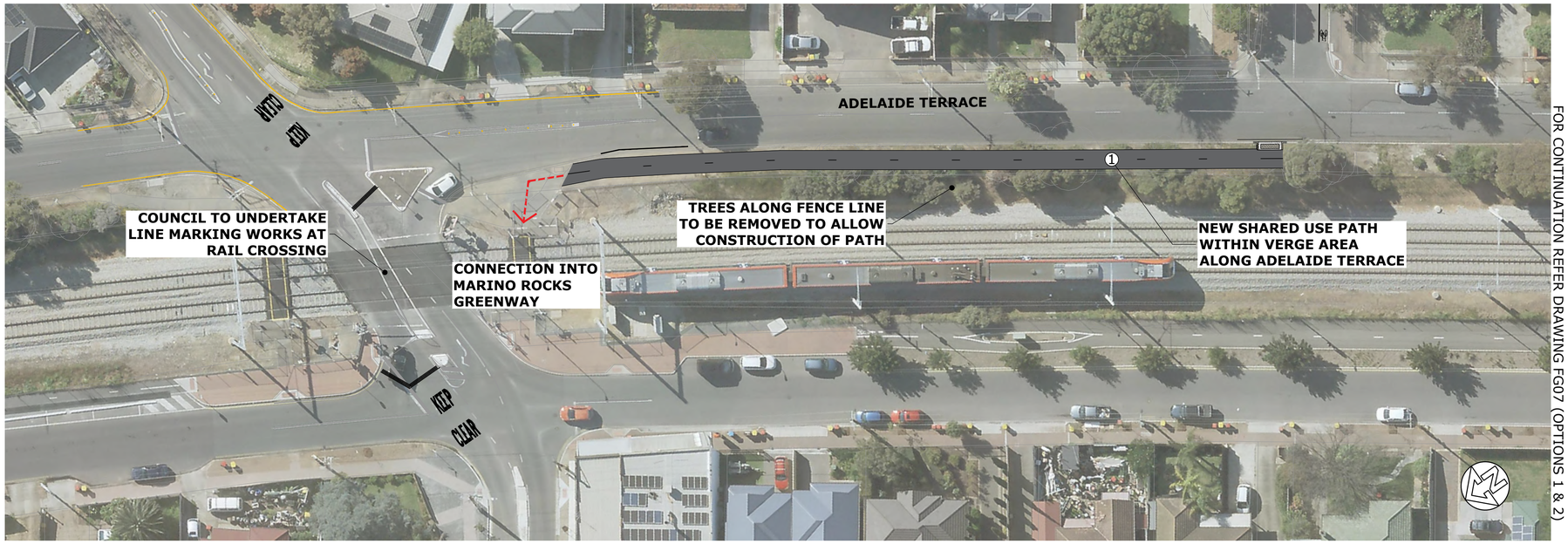
ROAD HUMPS WITH CYCLIST BYPASS

WEST STREET, ASCOT PARK (OPTION 2)

FLINDERS GREENWAY CONSULTATION

FG07 (B)

CITY OF MARION



LEGEND

NEW SHARED USE KERB RAMP

NEW BICYCLE PATH

NEW STOP LINE

ADELAIDE TERRACE, ASCOT PARK

FLINDERS GREENWAY CONSULTATION

FG08

CITY OF MARION

Flinders Greenway

Community feedback report June 2023

Executive Summary

Engagement/communication methods

Engagement commenced on 01**/05/2023** and closed on 22**/05/2023**

- **389 letters were distributed to residents living in close proximity to the proposed Flinders Greenway alignment**
- **Making Marion page with key project documents and community survey**
- **Display of concept designs at**
- **Onsite signage with QR code to Making Marion along the proposed alignment**
- **Social media campaign in conjunction with Renewal SA**

Response snapshot

76% of respondents definitely or somewhat support the alignment of the proposed Flinders Greenway

19% of respondents somewhat or definitely do not support the proposed alignment

5% of respondents are neutral

75% of respondents reported that they are bicycle riders

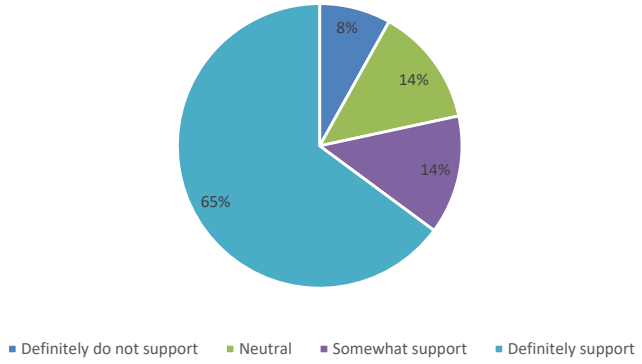
Key comments

The proposed alignment and suggested treatments generated the comments:

- **Bike lanes should have physical barriers separating them from traffic – painted lines are not effective**
- **Positive sentiment on providing a cycling link through the area**
- **Options for full time bike lanes were strongly supported**

Responses

Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?

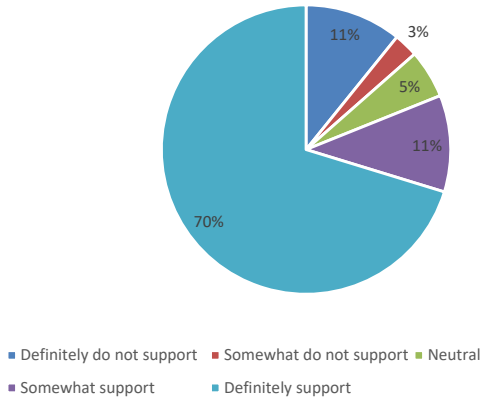


Comments

1	This is unprotected infrastructure. Cheap line marking to pretend to satisfy cycling infrastructure commitments.
2	I think the give way sign at the end of the street should be a stop sign, it is very hard to see traffic coming from the right hand and you need to creep around the corner a bit to see whats coming and quite often traffic coming from the right think you are pulling out in front of them but you only pulling out to see what is coming
3	Very happy to see the extension of the yellow no stopping line extended on Cohen Court, this corner has become a problem.
4	Not happy with traffic congestion
5	Flat top road hump with cycling bypass at the intersection of Cohen Court and Windsor Ave to allow safer merging onto Windsor Ave for cyclists. Because the curve in the road can lead to motorists cutting the corner close to the curb which will compromise the safety of cyclists merging onto Windsor Ave. A solid concrete separation buffer strip for merging cyclists could be an alternative. A "cyclists merging" sign would be a plus. Reduction of vehicle speed limits to 30kph along the whole of the proposed route would also be a plus.
6	I'm not familiar with the area.
7	I definitely support it but I don't want construction activities for long period of time Infront my house.
8	Same as first comment
9	Sharrows do not effectively aid cyclists
10	Treatment is suitable but comments about the alignment being less than ideal remain.
11	These treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
12	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY
13	Helps to warn motorists to look out for cyclists.
14	I don't agree with the proposal as a whole.
15	Don't support the proposal as a whole

Responses

Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass and Sharrows) (South of Celtic Avenue)?

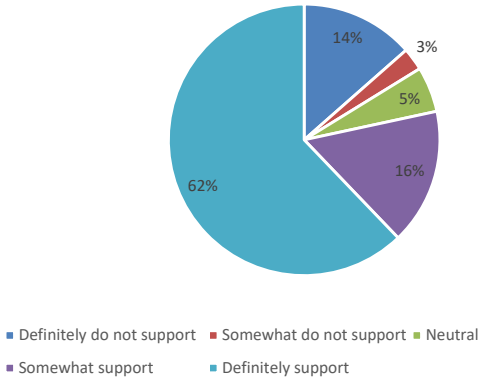


Comments

1	The cyclist bypass doesn't make sense. Cars park on the edges, so cyclists cycle in middle of road. So when there is cushion speed bump a cyclists just rides between them. But you want to make cyclists swerve to the kerb, and then cycle straight into parked cars?
2	On street parking and traffic congestion
3	Perfect.
4	Again, I'm not familiar with the area.
5	I definitely support it but I don't want construction activities for long period of time Infront my house.
6	Absolutely, as it increased the safety of cyclists and reduces traffic speed.
7	Same as first comment
8	It will need minimised parking along the street to be effective
9	Treatments along the southern portion of Windsor Avenue are suitable but comments about the alignment being less than ideal remain.
10	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
11	Parking needs to be removed on Windsor Ave between Celtic and Tudor, traffic is so incredibly congested here, if you throw more bikes down here without removing parking you are asking for trouble.
12	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY
13	The road hump and cyclist bypass works well in the Unley Council area. although if residents park their cars too close to the Cyclist Bypass, they can be difficult to access.
14	This will make the road very narrow. In addition, this type of flat top road hump are noisy.
15	This will make the road very narrow. In addition, this type of flat top road hump are noisy.

Responses

Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?

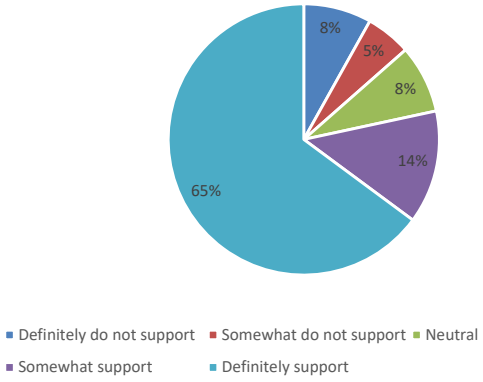


Comments

1	Bicycle lane treatment is good, but too short. It should be for entire length of project. Speed bumps with cyclist bypass are dumb. Even look at your picture example and see that a cyclists needs to almost hit a car to enter the bypass lane.
2	I would like to see the yellow no stopping line extended on Windsor Ave heading south from Celtic Ave, at least on one side of the street. This corner often has cars parked on both sides of the road creating an unsafe bottleneck as only one car can pass at a time.
3	No happy with traffic
4	Celtic Ave is a hi traffic volume road that includes a bus route via Windsor Ave. There needs to be a much safer crossing here with an emphasis on cycling thoroughfare over vehicle traffic flow. A fully raised intersection with a 30kph speed reduction on Celtic Ave approach or flat top speed humps on all sides with cycling bypasses. Reduction of vehicle speed limit on Celtic Ave approaches to Windsor Ave would also be a plus.
5	I definitely support it but I don't want construction activities for long period of time Infront my house.
6	Layout is good, but there is no mention of signposting for the continuation of this north/south cycle path, which, combined with the green bike lanes east/west, may confuse cyclists.
7	Same as first comment
8	Consider better separation of cyclists and motorists such as traffic lights like Greenhill road, or much improved signage will be needed to prevent accidents particularly while motorists adjust to more cyclists in the area. Consider a campaign for cyclists to respectful of motorists as it's not just drivers that need to share the road.
9	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
10	Parking needs to be removed from Celtic Ave to improve sighting. There are far too many park cars which makes it difficult to see.
11	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY
12	Helps to make motorists aware cyclists.
13	Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.
14	Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.

Responses

Do you support the proposed cycling treatment (Give Way Intersection– Priority Change and Sharrows) for Windsor Avenue (North of Celtic Avenue)?

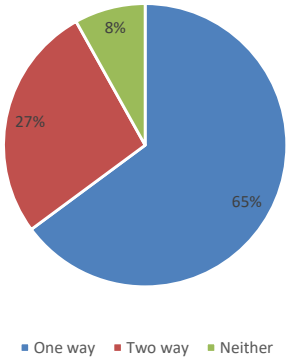


Comments

1	This is unprotected infrastructure. Road need to be narrowed. Wide roads promote faster driving. This is just a cheap linemarking project to pretend to satisfy cycling infrastructure commitments.
2	Traffic
3	Need to include flat top speed bumps with cycling bypasses.
4	I would suggest that signage of some sort be painted on the roads giving way to ensure drivers SEE that they need to give way. I live near the Norrie Ave/Beaumont St intersection and the give way sign is NOT obvious enough .
5	Give way stopping area needs to be safe from traffic
6	I definitely support it but I don't want construction activities for long period of time Infront my house.
7	I don't understand why this section of Windsor Avenue, which I would assume has heavier traffic loading than the section south of Celtic, does not have speed bumps? I think the speed bumps with cyclist bypass should continue the length of Windsor Avenue.
8	Same as first comment
9	The priority change makes much more sense for the flow of cyclists and motorists.
10	Sharrows are not an effective protection for cyclists
11	Has modelling of impacts to traffic flows along Windsor Ave been undertaken? Currently traffic is calmed by Scottish & Australian Ave having priority along here requiring vehicles to give way. Removal of this may encourage traffic that is currently using Walker and Renown avenues (Or South Rd) to use Windsor Avenue instead. This may increase the attraction for traffic to use Daws/Hendon/Windsor to access Celtic Ave instead of South Road.
12	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
13	Traffic calming needs to be done on the side streets (Australian, Scottish, etc) on approach. Please consider installing a speed bump or two on the immediate approach to the intersections please
14	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY
15	See earlier comment.
16	These side streets are already dangerous with issues people giving way. You should not change the priority as this is inconsistent with the other road in the area.
17	These side streets are already dangerous with people giving way. You should not change the priority as this is inconsistent with the other road in the area.

Responses

Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?

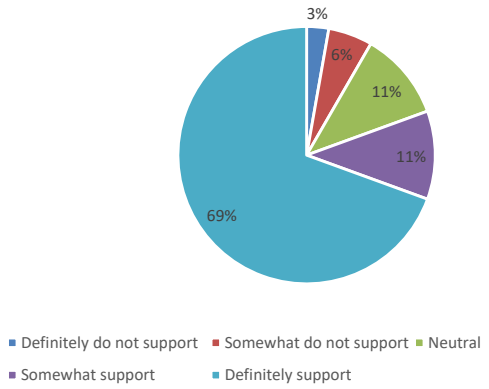


Comments

1	One way is a good. Cycle lane needs to be suitably wide. Cycle lane needs to be protected by a kerb to prevent cars entering it. Unprotected bicycle lanes and unsafe and especially reduce ridership for young and old riders. The zebra crossings should be changed to a wombat crossing (raised crossing) to force cars to slow down.
2	A solid concrete separation buffer strip, not just a white line and green treatment.
3	I like the idea in theory but I'm concerned about a potential increase in school drop off/pick up traffic in Norrie Ave. Would it be feasible to extend the one-way feature further along Percy Ave to Thirza Ave?
4	Support of two way as long as the paths are wide enough to cater.
5	The worst places for cycling is past schools because parents are typically in a rush and car doors fly open without care.
6	I definitely support it but I don't want construction activities for long period of time Infront my house.
7	The one way approach is a sensible way to make riding past here safer in the morning. Stopping people queueing on the road to drop their kids off would be nicer but unlikely to happen..
8	The one-way street concept would be fine for cyclists on the section with contra-flow bike lanes, but what about the change in intersection flow once cars must detour via Beaumont Street to head in the opposite direction? I expect that in effect the Norrie/Beaumont 'leg' will become the 'continuing flow': a necessity for traffic south-bound along Percy St, and likely some diverted north-bound traffic too. This could mean cyclists have a harder time at the Percy/Norrie intersection when cycling N to S, and at the English/Renown intersection in both directions. The roads around Renown Avenue are particularly busy and difficult to cross during school drop-off / pickup hours already. So, from a changed traffic flow perspective, it may be better that the proposed treatment still allows two-way traffic, such that cyclists stay with the dominant traffic flow, rather than having to cross it. Or, make the new treatment exclude cars in both direction, which would necessitate improved intersections at Norrie/Percy and at English/Renown to allow cyclists safe passage across the prevailing traffic flow, and lose a number of parallel car parks. The cleanest solution for cyclists is two-direction traffic, with clear 'give way' marking for traffic from Norrie Ave onto Percy Ave and from Renown Ave onto English Ave. The section could still receive the stencilled surface to reduce traffic speed by the school, but the speed bumps with cyclist bypass could also achieve this. Regardless of traffic restrictions in the topical section, I think the speed bumps with cyclist bypass should continue along English Avenue and Percy Avenue.
9	Would be much safer for cyclists.
10	A full-time bike lane and priority for cyclists would also be helpful
11	Strongly support this treatment although consideration needs to be given to safety of cyclists in the Beaumont/English/Renown intersection area given this becomes very busy at school drop off time and cyclists will have to cross turning traffic. This is particularly important given I expect that a volume of cyclists will continue to use Renown Ave to access Bradley Grove, and will be required to turn across traffic displaced from Percy Ave.
12	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
13	This will improve safety greatly. No reason to not do this.
14	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY
15	A difficult situation. See previous comments
16	This question is NOT clear. I don't support one way traffic.

Responses

Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?

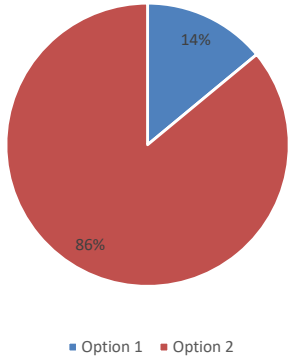


Comments

1	Once again these speed bumps with cyclist bypass don't make sense because cars park at the edge of the road. There will be conflicts with parked cars.
2	Perfect.
3	A slowing of traffic and bike friendly additions is great
4	I definitely support it but I don't want construction activities for long period of time Infront my house.
5	The section S of Daws Road is good, provided the yellow section "2" is a proper, divided 'shared path'. I am concerned about the section of footpath in front of the shops north of the crossing: the footpath is not wide enough to be a 'shared path'—and there can be a lot of pedestrians. There is no obvious solution, but this safety issue needs to be addressed. Clearly there is no room to widen the footpath without taking away the median strip & hence pedestrian refuge, or by taking away the east-bound bike lane on Daws Rd. It may be that the best solution is to widen the footpath in front of 'Just Gluten Free' into a divided shared-path, pushing the east-bound lanes south, reducing the median strip into a dividing strip (and so losing the pedestrian refuge), and extending dividing strip west (and so shortening the right-turn lane onto West St). Somehow I think that unlikely...
6	Same as first comment
7	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
8	This will improve safety here greatly
9	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY

Responses

Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?

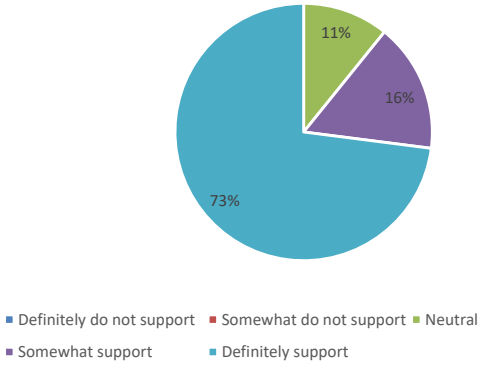


Comments

1	Option 2 with full time bicycle lanes is good. But bicycle lanes NEED to be protected. Else we just let more cyclists due because of our car prioritising design decisions.
2	Option 2 would be the safest option
3	Option 2
4	I do prefer the full-time bike path option but is it likely to cause issues for residents with parking?
5	I prefer Option 2 of a full time path
6	Option 2 - full time bike lanes
7	I live down the street and the council has subdivide homes and blocks on this street and the cars of the owners are on the street. I find it difficult to drive down this street when buses and cars need to go up and down. You are forever slowing down content as only a one car to drive down the street. It will make it hard to have a bike lane.
8	I definitely support it but I don't want construction activities for long period of time Infront my house.
9	Full time bike lanes down here would be good but it needs to be enforced. People frequently park in bike lanes so I presume they never get fined for it. Without enforcement the paint is just a waste of money.
10	Definitely supporting Option 2 - Fulltime bicycle lane
11	I am not familiar with traffic load at different times of the day, so cannot comment.
12	Option 1 (safer rides more riders!)
13	I'm not familiar with the area but if there's parking currently available how will this be addressed if it's a full time cycle lane in option 2?
14	bike lanes need to be enforced - no car parking! - in order to be effective
15	Option 2 would be preferable to Option 1 along West St given the traffic volumes and car parking along this street, however I expect that residents will be resistant to the loss of parking due to full time cycle lanes unless alternatives are provided. An effective compromise may be extended part time cycle lane operation. The road would benefit from improvements in the condition of the bicycle lane.
16	I support option 2.
17	Option 2 preferred
18	Option 2. Parking along this road needs to be removed 24/7. Without this restriction it will be pointless
19	SIMPLY RUN THE BIKE PATH ALONG THE [redacted]AILWAY LINE ALL THE WAY
20	Residents of West Street will not be happy. They campaigned when cycling lanes in both directions were initially introduced and succeeded in getting parking restrictions applying to only one side of the road in mornings or evenings.

Responses

Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?



Comments

1	Off road paths is necessary for cyclists safety. But paths shared with pedestrians and cyclists disrupt cyclists flow, ultimately meaning cyclists a likely to ride on the road instead. Road should be narrow to reduce car speeds (narrow roads make cars drive slower) and then extra space can be used to provide seperate bicycle path, and seperated pedestrian path.
2	Yes! Off-road shared paths are the preferred treatment at all times where permissible.
3	I like the improved off-road access to the railway crossing. Will the removed plants be replaced with appropriate greenery?
4	The more off road the better and safer
5	I like the idea of the offroad shared path. I like what they have done on the other side of the train tracks. It's done well. I would like to see it done in the same way.
6	I definitely support it but I don't want construction activities for long period of time Infront my house.
7	Looks good, but (as someone who does occasionally ride south along the Marion Rocks Greenway in morning peak traffic) there is often an issue with cars queuing over the bike crossings, up to the boom gate. I think green pavement marking treatment should be employed. In fact, cars queuing at bike crossings is a much larger issue, such as at the crossings for the Sturt River cycle path across Marion Rd and across Sturt Rd. I think the green pavement marking treatment could be used more generally at cycle path road crossings to encourage drivers not to queue over the path. Of course, someone will make the comment cyclists will think this means they get right-of-way over traffic and will heedlessly charge out into oncoming vehicles... So, the treatment shouldn't be solid, nor striped, but perhaps hashed, like the yellow exclusion zone at level crossings?
8	Same as first comment
9	Anything off road is a big tick.
10	Off road paths are only effective when they integrate well with road infrastructure. As a commuting cyclist, I don’t travel at the same speed as pedestrians, so paths where I need to continually give way, stop and cross the road, or where the path ends abruptly and I need to give way to car traffic that I would otherwise be travelling with are less safe than just riding on the road
11	The interface with the Marino Rocks greenway is currently one of the most hazardous parts of the alignment under existing conditions. The proposed treatment is a good solution provided that an active pedestrian crossing is provided on the southern side of Adelaide Tce as the existing mazes are challenging to navigate with a bicycle. Given recent fatalities at this location, installation of active crossings should be considered regardless. Consideration to widening the existing median island could be given as a standard length bicycle currently overhangs into the traffic lane.
12	It is possible for the council to petition for a pedestrian actuated crossing (signals) to be installed at this railway crossing, it is near impossible to cross the road here. Often have the wait up to 10 minutes for a train to active the gates for traffic to stop.
13	Because this is running the bike path along the [redacted] RAILWAY LINE
14	A great idea for a difficult and dangerous section of road.
15	More off road would be great but probably impossible if there are houses on both sides

Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?

1	Don't be cheap. There's a reason why there's little cyclist ridership in city of Marion and it's because your design choices are for cheap linemarking jobs and not actual protected infrastructure to seperate cyclists for safety or to provide direct and cohesive routes. You favour cars, it's obvious, and while you continue to do so you are killing Adelaide.
2	No
3	Bikes lanes should have a divider between them and the normal traffic, just like the ones in Frome Street in the city. All the bike lanes should be separated from traffic as such, no matter how much this might increase traffic congestion. Only then people will have the right incentives to drive less and bike more; better for personal health as well as the environment.
4	Please advise the proposal for crossing Daws Road.
5	Where can I get more information regarding the proposed shared path along Majors Rd from South Rd to Lonsdale Hwy?
6	I would like to see traffic projections for the one-way intersection for English Ave/Percy Ave and for further along Percy Ave before I gave unqualified support for the measures. Thank you for the opportunity to provide feedback.
7	An excellent undertaking to enable more people to enjoy riding and be safe doing it.
8	See comments above.
9	Some shade at intersections would be nice.
10	I don't want humps on west st. It is not good for the car.
11	Most of these seem fairly token as paint has very little protective value for cyclists, and it often feels like bike lanes are there to corral cyclists rather than protect them. This is especially true where they are next to parked cars as you have to ride on the right hand edge otherwise you risk getting doored. It is also somewhat laughable to call bike lanes on roads a "bikeway" - especially when they are heavily use rat runs for car drivers (eg West St, Towers Tce, Chittral Ice, Winifred Ave). During peak hour these roads are jam packed with cars with some drivers behaving very aggressively.
12	We need a lot more of those projects in Adelaide to reduce traffic while increasing the uptake and safety of active commuting!
13	I'm glad this is being introduced and there is a clear path for cycling between Tonsley (and so, e.g. Bedford Park, FMC, etc.) and town. One glaring issue I have experienced with the existing Marino Rocks Greenway between say Goodwood train station and Sixth Ave is the poor marking of where the path goes next. I think this new path should have clear sign-posting, and some of the old sign-posting needs updating (e.g. heading south on Marino Rocks path, before Cross Road crossing there is a sign post with three destinations, the top one being Tonsley, but once you've crossed both roads, the next sign only lists two destinations: Tonsley is missing. There are other instances, such as when turning left onto the path adjacent to South Road, the cyclist has to turn left up onto the 'footpath', that aren't clear: cyclist confusion could be reduced by 'painting the way' using the green pavement treatment.
14	Thanks for the opportunity to share! We live so close to the flinders greenway and cannot wait until we can walk to the Tonsley station. Currently it's a ten minute walk around the development, but when this greenway is complete it will be about a 3 minute walk (or a minute ride!).
15	Can't wait
16	Great initiative. Well done.
17	There should be physically separated bike lanes as much as possible, and signals to cross roads
18	Please just do it
19	Given the amount of money being spent on the North South Motorway and the challenges this will present local residents, spending more money to do this greenway properly would be a huge win for connections in the local area. The State Government should be petitioned to look into doing this. There's plenty of room next to the trainline for this option. My understanding is that it's just electrical infrastructure that is in the way, and that this could be moved. Currently residents in Mitchell Park, north of Arnold Drive, are horribly isolated from the areas around them. Particularly they have a train line running right past them but no way of accessing a station, even on foot. A greenway along the train line, connecting this area to Mitchell Park Station would have great benefits for Public transport use and for ease of local movements.
20	Cycling infrastructure needs to actually protect cyclists. Arrows do nothing, bike lanes should be full-time but also need to be enforced to be effective as protection (without this they don't help). Personally I am more likely to take a direct path than one with significant detours.
21	Support this upgrade, but Seacombe Road serves as the direct route for cyclists from Marino, Seacombe Heights, Hallet Cove, and Seaview Downs to Flinders University and Medical Centre (3km shorter route). However, the absence of separated lanes poses safety risks, especially at roundabouts and areas without bike lanes. Upgrading Seacombe Road will mitigate these risks, protecting both cyclists and motorists. By implementing separated bike lanes, we can enhance visibility, reduce accidents, and promote a safer cycling environment. This upgrade will also encourage more people to choose cycling as a mode of transportation, leading to reduced traffic congestion and improved overall efficiency.
22	For a trust greenway, the alignment should continue adjacent to the train line to promote active transport in the council. This may present additional financial costs (which should be offset with state and federal funding), but the current convoluted alignment is not appropriate.
23	A great initiative!
24	Something needs to be done about traffic driving on the wrong side of the road on Adelaide Tce when the train crossing is down. Something like a permanent klemfix with posts should be installed. There are endless near misses with bikes and peds here. Both sides of the tracks
25	SIMPLY RUN THE BIKE PATH ALONG THE [redacted] RAILWAY LINE ALL THE WAY
26	Fully support the proposal.
27	As a keen cyclist, I am 81 years old and still cycling I would like to be kept informed about detailed design of this Greenway,
28	Good lighting is desirable especially where the dedicated paths have tree roots emerging. Is it possible to have lights that come on when someone approaches rather than on the whole time (avoiding light pollution). Good to see our council moving ahead.
29	You have not provided adequate time for consultation, you have not provided ease of people to respond to the consultation. Sending out flyer in the letter box with a website or QR code are inadequate options for notifying people. Especially those without internet access or difficulties using the internet. The flyer is dated 1 May but was not put in my letter box until the week of 8 May. The signage bout consultation only went up even later than that, last week!Even the online information is hard to navigate and the proposals are not clear. You have not made it clear what effect this will have on parking, etc, in the area.

From: Zub, Carla (DIT)
Sent: Fri, 2 Jun 2023 00:25:19 +0000
To: Carl Lundborg; Mathew Allen
Cc: Morrissey, Matthew (DIT); Bridgman, Jessica (DIT); Brett Grimm
Subject: DIT NSC City Shaping - Flinders Greenway Bikeway

Hi Mathew and Carl,

Further to the meeting on Wednesday, 31 May 2023, I can confirm that the Department of Infrastructure and Transport through the City Shaping Program will provide 50% funding for Stage 3 of the Flinders Greenway-Bikeway Detailed Design and Documentation subject to Council endorsement on 27 June 2023 and Minister's delegate approval of the funding and Deed.

Kind regards
Carla

Carla Zub
A Manager Community Projects
North-South Corridor Program Delivery Office

Government of South Australia
Department for Infrastructure and Transport

M 0481 468 502
Kaurna Country
83 Pirie Street ADELAIDE SA 5000 • GPO Box 1533, Adelaide SA 5001 • DX 171

WFH: Friday

The Department for Infrastructure and Transport acknowledges the Traditional Custodians of the Country throughout South Australia and recognises their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

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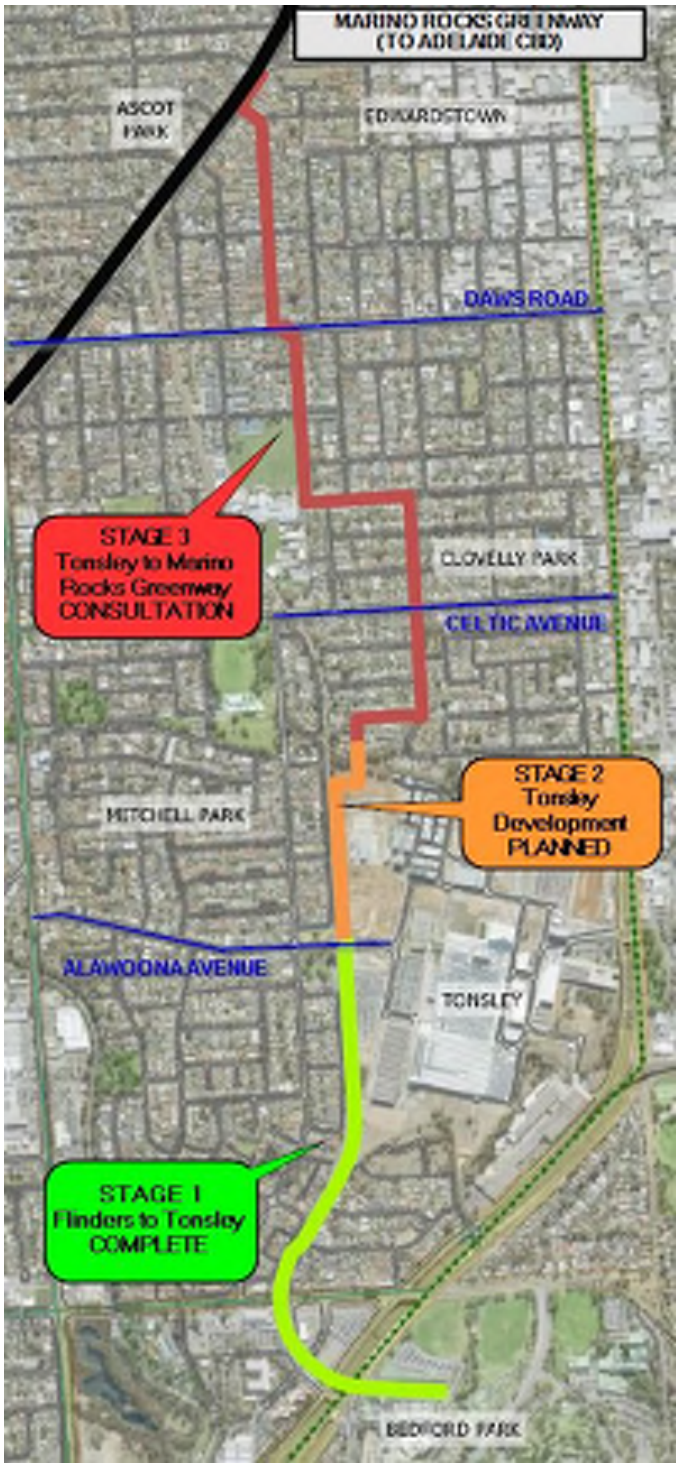
Flinders Greenway

Community feedback report July 2023

Proposed alignment (stage 3 in red)



Executive Summary

Purpose of engagement: **To seek community feedback on the proposed treatments for the multiple roads and connections within this 2.4-kilometre corridor.**

Engagement/communication methods

Engagement was open for 21 days between **01/05/2023** and **22/05/2023**

- **389 letters were distributed to residents living in close proximity to the proposed Flinders Greenway alignment**
- **Making Marion page with key project documents and community survey**
- **Display of concept designs at Sacred Heart College (Champagnat campus)**
- **Onsite signage with QR code to Making Marion along the proposed alignment**
- **Social media campaign in conjunction with Renewal SA**

38

survey responses

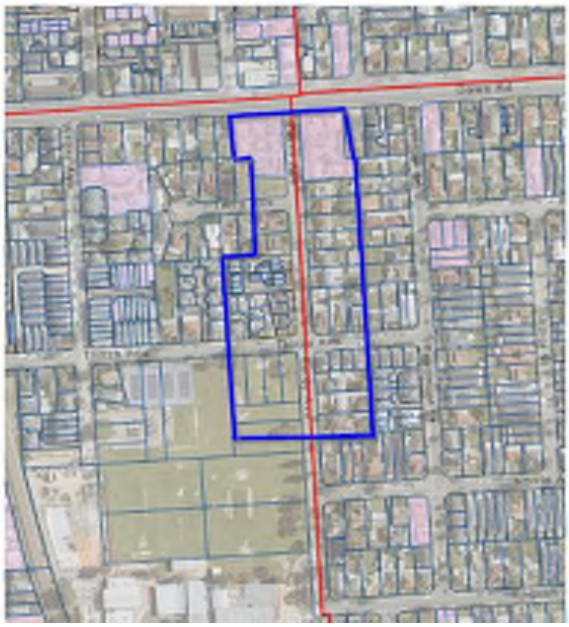
were received via Making Marion

Direct mail catchment area

Section 1 – Cohen Court/Windsor Avenue to Celtic Avenue

Section 2 – Windsor & English

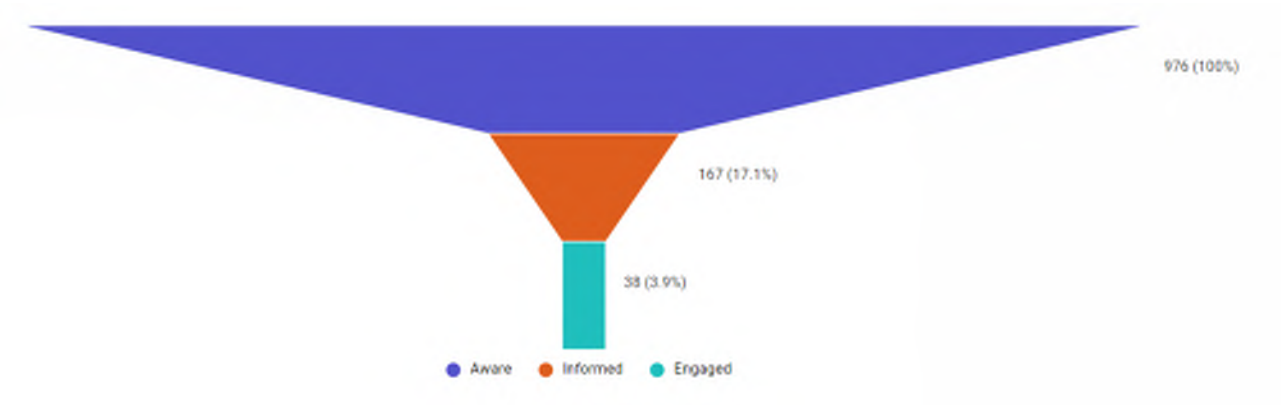
Section 3 – Percy Avenue



Section 4 – West Street

Executive Summary - Participant summary

Making Marion – visitor engagement summary



Definitions:

Aware – Community member has made at least one visit to the project page

Informed – Community has accessed some available material on the project

Engaged – Community member has contributed to the project using available tools (i.e., survey)

Response snapshot (data from Likert scale question)

76% (28) respondents definitely or somewhat support the alignment of the proposed Flinders Greenway

Representative comments

- Absolutely as it will increase the connectivity of Flinders/ Tonsley and surrounding precincts to the city and increase the safety and hopefully uptake of active commuting.
- Having a safer cycling way would encourage me to take up cycling again.
- Better cycling infrastructure would be great, but there are quite significant detours in the proposed route which make it less attractive for commuting cyclists.

19% (7) respondents somewhat or definitely do not support the proposed alignment

Representative comments

- This alignment does not align with the requirement for a simple, safe and inclusive mixed use path that can be enjoyed by all members of the community. This alignment is complicated and not attractive for new cyclists and does not promote the council as an advocate for active transport. This alignment is not a 'greenway', rather the treatment that is more appropriate for a second or third order cycling route.
- The route is not direct. Directness is needed to ensure ridership. You are just finding random streets that already exist and painting lines. Cyclists do this type of route planning daily. This is just a cheap and lazy approach to pretend 'we are providing for cyclists'. What we need is purpose-built infrastructure dedicated only to cyclists. Else we will continue with low ridership because of councils continued favouritism of cars.
- You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, Beaumont or Percy to Daws Rd.

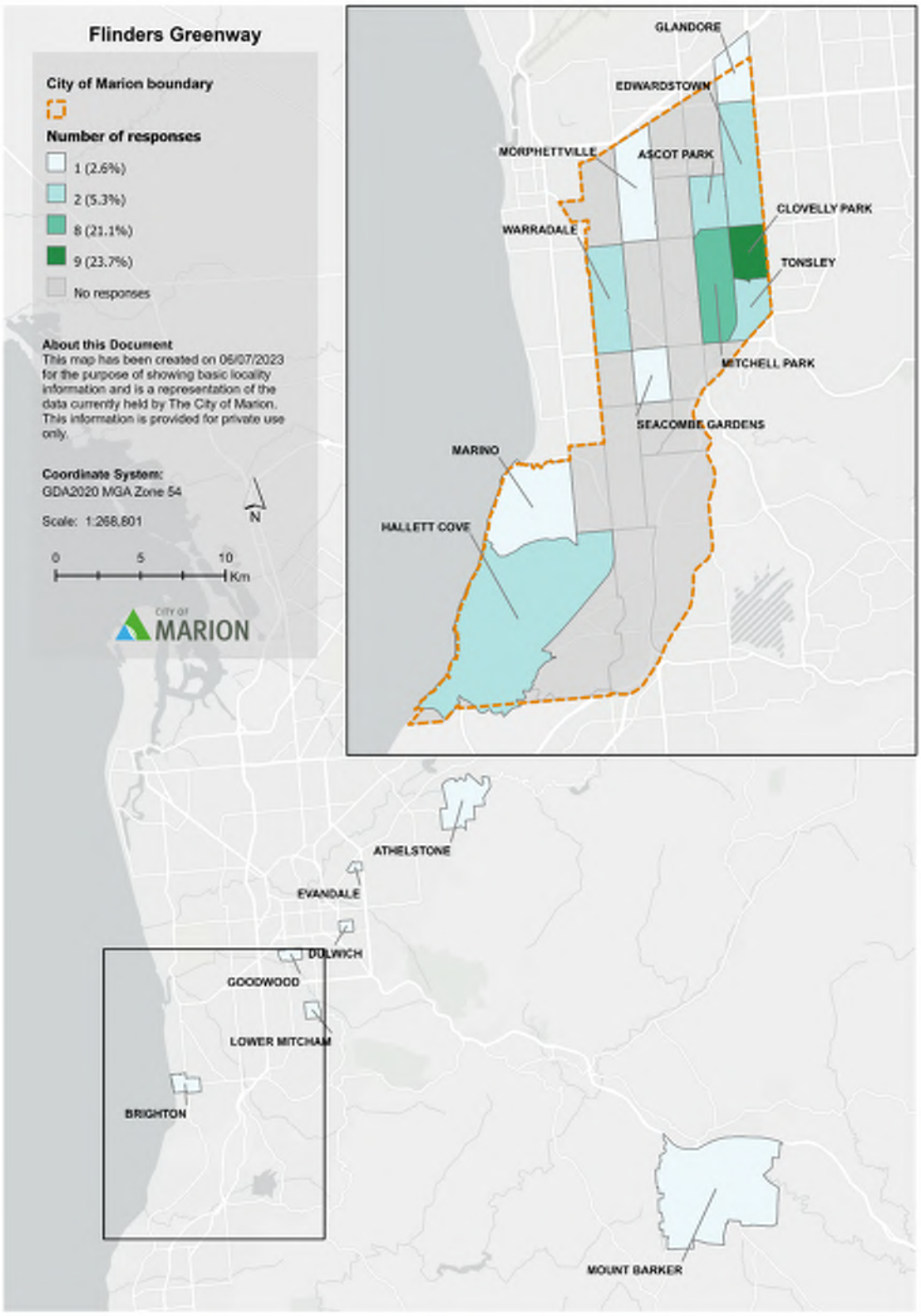
Response snapshot (data from Likert scale question)

5% (2) respondents are neutral

Representative comment

- "I support the proposed route from the north along West St and Percy Ave.I am concerned by both the alignment and treatments from Percy Avenue to the Southern Extent of Stage 3. The alignment diverts cycle traffic from the current route of the Mitchell Park bicycleway along Renown Ave and Bradley Grove to a longer route. Anecdotally, I see much of the bicycle traffic pass along Bradley Grove and then Access the Mitchell Park side of the alignment. Has the possibility of connectivity being maintained along Renown Ave been explored? There is an existing uninterrupted corridor along Furner Road and Kirra Avenue which could connect to the existing greenway at Alawoona Avenue Reserve, however this removes connectivity with the section through Tonsley Village. Connectivity at the norhtern end could be maintained using the wide footpath along the northern end of Bradley Grove and the short section of Celtic Ave. Alternatively, to accommodate users from this side of the railway line, could connectivity between Sampson Road and Arnold Dr/David Ave be provided to provide access to the Marino Rocks Greenway near Daisy Avenue. Currently there is no access for cyclists between the northern and southern parts of Mitchell Park, is there any good reason to maintain this separation? I suspect without this, a significant amount of cyclists including myself will continue to use Renown Ave and Bradley Grove. Renown Avenue is currently a less than ideal environment for cyclists, particularly at the intersection with Celtic Ave as cars park too close to the intersection. Otherwise the alignment is quite good and completes the badly needed northern pedestrian connection into the Tonsley precinct. "

Participant Data – Q1 Suburb

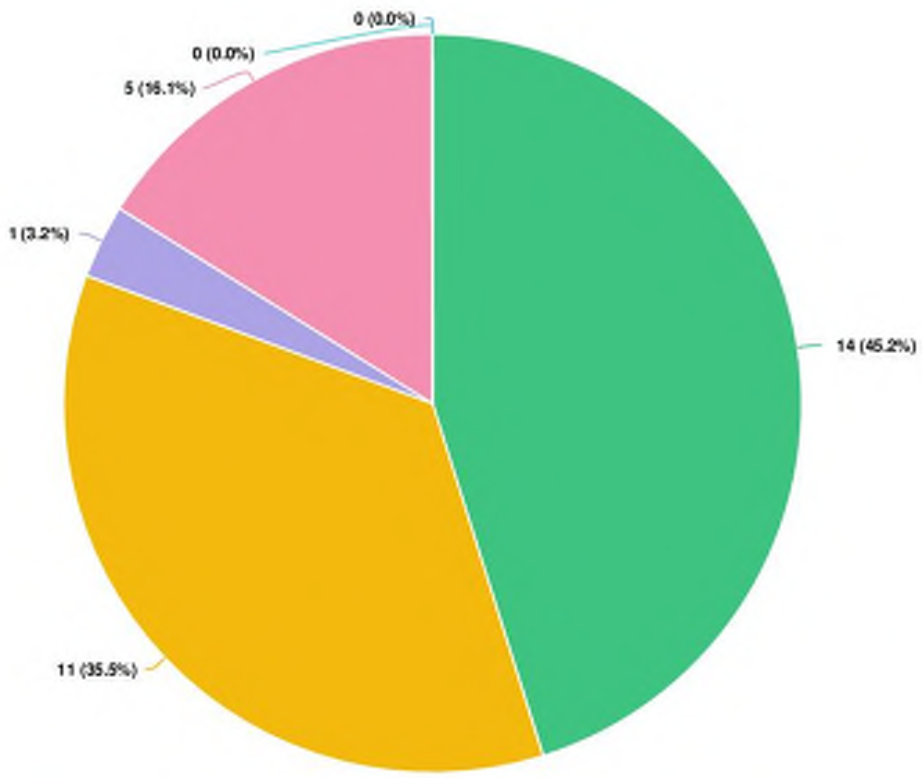


Participant Data – Q2 Street Address (not mandatory)

Street name	Number of responses
Adelaide Terrace	1
Arafura Court	1
Barham Avenue	1
Chrysler Street	**2**
Cohen Court	**3**
Deepdene Avenue	1
Essex Avenue	1
Lanark Avenue	1
Lascelles Avenue	1
Louisa Street	1
Mellington Street	1
Midera Avenue	1
Morris Street	1
Norrie Avenue	1
Price Avenue	1
Raggatt Crescent	1
Schaefer Court	1
Scott	1
Tracy Court	1
Trumara Road	1
Waterman Terrace	1
West Street	1
Windsor Avenue	**2**
Woodland Road	1
Woodlands Terrace	1

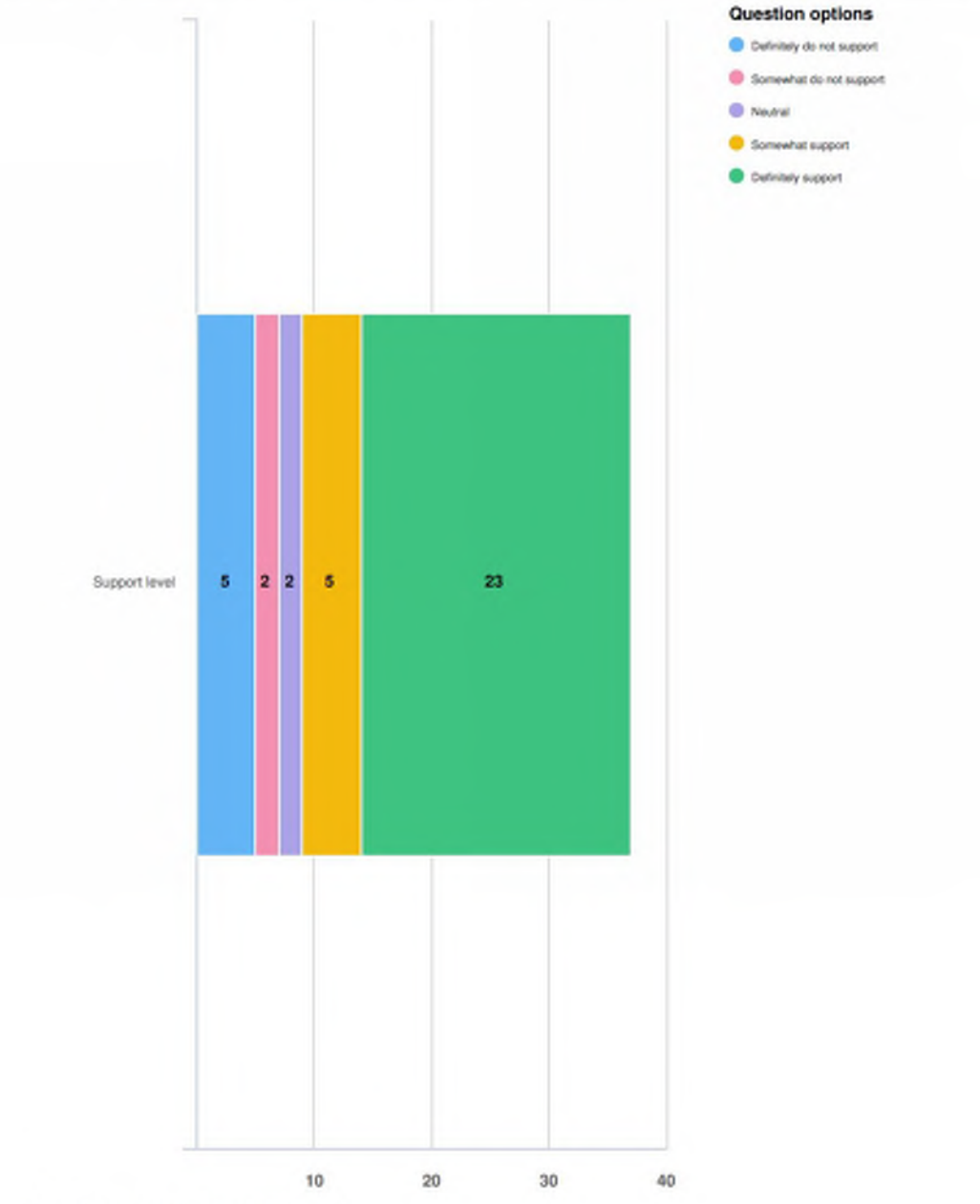
***Bold** denotes the street reported multiple responses

Participant Data - Q3 what us your relationship with the CoM? (registration question only)



Responses

Q4 Do you support the alignment of the proposed Flinders Greenway?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q5 Do you support the alignment of the proposed Flinders Greenway? Comments Optional Question (24 responses, 14 skipped)

1	The route is not direct. Directness is needed to ensure ridership. You are just finding random streets that already exist and painting lines. Cyclists do this type of route planning daily. This is just a cheap and lazy approach to pretend 'we are providing for cyclists'. What we need is purpose-built infrastructure dedicated only to cyclists. Else we will continue with low ridership because of councils continued favouritism of cars.
2	Having a safer cycling way would encourage me to take up cycling again
3	Not happy with traffic
4	Please advise the proposal for crossing Daws Road.
5	Due to the lack of rail corridor land available to be utilised for a path, the proposed route makes the most sense. However, there is room for safety improvements that lean more towards cyclist safety rather than vehicle traffic flow. I still think that there is too much emphasis on vehicle's right of way and traffic flow over the right of way, safety and flow of cycling traffic. I will add comments regarding these issues to each of the below points.
6	I would prefer to have as much off-road path as possible. Footpaths along roads tend to have more uneven sections leading to more trip hazards.
7	The more commuting and traffic free paths available the more people will be encouraged to use them. They need to have limited crossings and impact on flowing traffic.
8	It is embarrassing that the state will compulsory purchase properties for road transport but will not do the same to make cycling safer. That aside, I support these smaller efforts to make a difference to cycling safety
9	I definitely support it but I don't want construction activities for long period of time Infront my house.
10	Absolutely as it will increase the connectivity of Flinders/ Tonsley and surrounding precincts to the city and increase the safety and hopefully uptake of active communting.
11	Please begin construction as soon as possible! It will be fantastic to have a dedicated path which connects to the Tonsley train station
12	This would be incredible! I used to ride to the city all the time when I lived closer to the city because there was a bike path that followed the Seaford Train. Since moving to Tonsley I haven't attempted riding to the city once because there has been no easy way to get to the Seaford bike pathway without back-tracking or going across south road and then via Winston/East (which is a terrible road to ride down!). So this would definitely increase my riding ten-fold.
13	Some issues need to be addressed
14	To see this proposal put forward is really disappointing and to me shows backward thinking by our State Government in particular. A windy route working through back streets will not be popular with commuters or families and will end up being largely a waste. It's not direct enough to get serious cyclists using the route and it's not an offroad path so it doesn't work at all for families especially with younger kids and bikes. After such a lovely greenway being built south of Alawoona Avenue this section now becomes a key link in the city-wide greenway network. It connects the Marion Rocks Greenway to bike paths that run further South like the Southern Veloway. Doing this properly and getting a proper off-road shared path alongside the Flinders Trainline would be such a win for the local community for many generations to come. What has been proposed to me is a patch job, and isn't worth the money spent on it. I'd rather have nothing and wait for money to become available to do it properly. Respect to those who have put in great work to try and come up with as good a solution based on the constraints they've been given, but this project should be scrapped and taken back to the drawing board.
15	Better cycling infrastructure would be great, but there are quite significant detours in the proposed route which make it less attractive for commuting cyclists

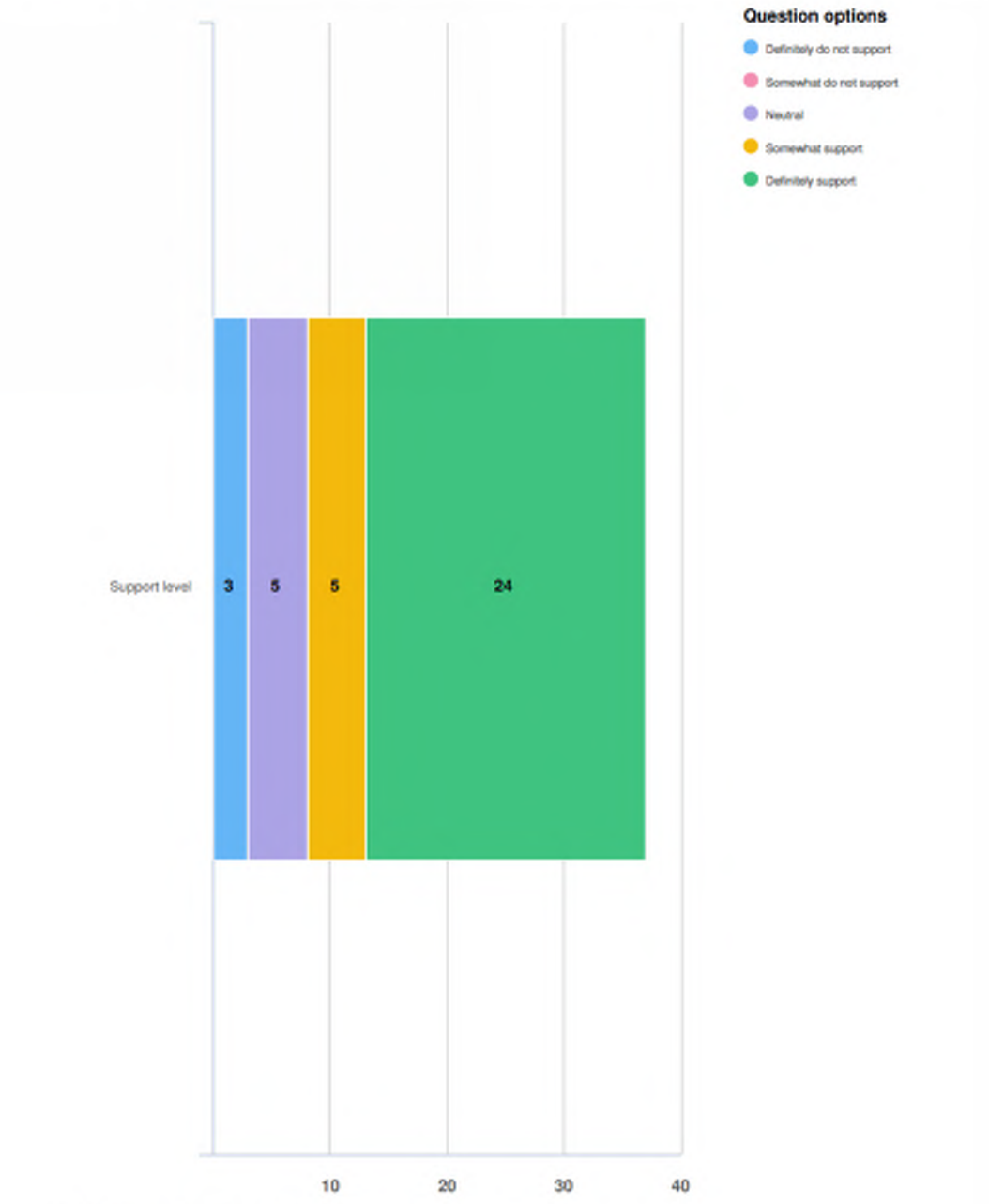
Responses

Do you support the alignment of the proposed Flinders Greenway? Comments continued

16	I support the proposed route from the north along West St and Percy Ave. I am concerned by both the alignment and treatments from Percy Avenue to the Southern Extent of Stage 3. The alignment diverts cycle traffic from the current route of the Mitchell Park bicycleway along Renown Ave and Bradley Grove to a longer route. Anecdotally, I see much of the bicycle traffic pass along Bradley Grove and then Access the Mitchell Park side of the alignment. Has the possibility of connectivity being maintained along Renown Ave been explored? There is an existing uninterrupted corridor along Furner Road and Kirra Avenue which could connect to the existing greenway at Alawoona Avenue Reserve, however this removes connectivity with the section through Tonsley Village. Connectivity at the norhtern end could be maintained using the wide footpath along the northern end of Bradley Grove and the short section of Celtic Ave. Alternatively, to accommodate users from this side of the railway line, could connectivity between Sampson Road and Arnold Dr/David Ave be provided to provide access to the Marino Rocks Greenway near Daisy Avenue. Currently there is no access for cyclists between the northern and southern parts of Mitchell Park, is there any good reason to maintain this separation? I suspect without this, a significant amount of cyclists including myself will continue to use Renown Ave and Bradley Grove. Renown Avenue is currently a less than ideal environment for cyclists, particularly at the intersection with Celtic Ave as cars park too close to the intersection. Otherwise the alignment is quite good and completes the badly needed northern pedestrian connection into the Tonsley precinct.
17	This alignment does not align with the requirement for a simple, safe and inclusive mixed use path that can be enjoyed by all members of the community. This alignment is complicated and not attractive for new cyclists and does not promote the council as an advocate for active transport. This alignment is not a 'greenway', rather the treatment that is more appropriate for a second or third order cycling route.
18	I'm always disappointed when I get to the train crossing at Alawoona and have to take the uneven footpaths and sometimes roads to continue my journey. It would be great to have a continuous stretch
19	Is there an option to pop out directly onto Windsor Ave? Cohen act is kinda sketchy with all the public housing
20	I will put this comment for the entire project - SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
21	The proposed bikeway will solve some of the difficulties in bicycle riding in the area. The area at the western end of English Avenue can be very difficult to negotiate with parents dropping their children off at start and end of school. There are insufficient drop off bays within the college grounds and cars back up into Scottish Avenue as far as Renown Avenue waiting for a bay to come free. This is a real problem for cyclists. The treatment at the 6th Avenue Road crossing is quite hazardous for cyclists, particularly when trains cause the boom gates to be down. Traffic comes from six roads at this crossing and builds up substantially causing real hazards for cyclists. The proposed redesign will give cyclists a safer place to wait until a safe time arrives to cross Sixth Avenue / Dunorlan Road. The refuge in the middle of the road is currently difficult to negotiate with a sharp right hand turn required when travelling towards the city. Consideration should be given to upgrading this refuge by widening it and providing protection from vehicles passing through. The grab rails are regularly hit by motor vehicles and improved mechanical protection for cyclists would be welcome. I support changing the give way situation at Australian Avenue and Scottish Avenue so that cycles travelling along Windsor Avenue have a clear right of way. Although this will disadvantage me as a resident of Australian Avenue it may discourage the through traffic that travels down our street (Rat-runners).
22	The sooner the better!
23	You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, Beaumont or Percy to Daws Rd.
24	You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, Beaumont or Percy to Daws Rd.

Responses

Q6 Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q7 - Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court? - Comments

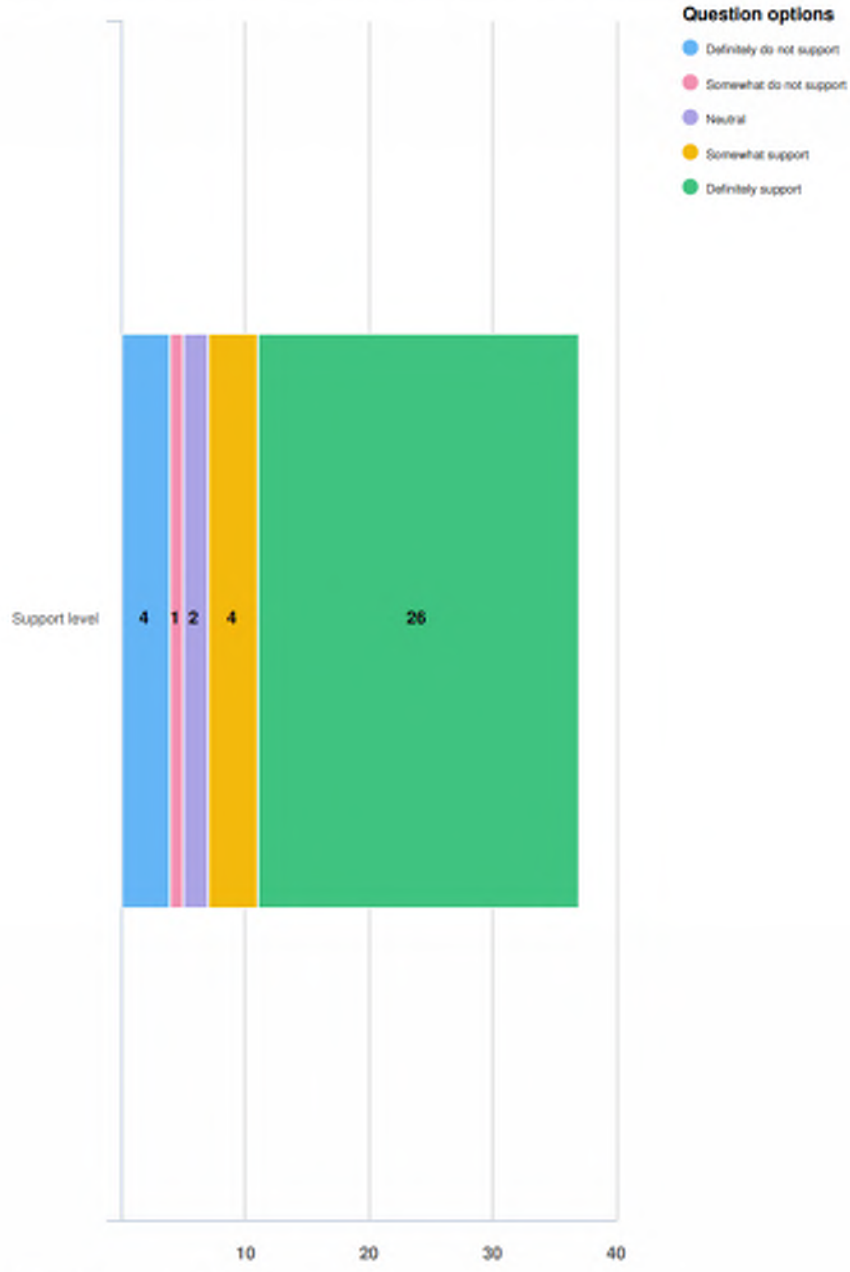
Optional Question – 15 responses, 23 skipped)

Comments

1	This is unprotected infrastructure. Cheap line marking to pretend to satisfy cycling infrastructure commitments.
2	I think the give way sign at the end of the street should be a stop sign, it is very hard to see traffic coming from the right hand and you need to creep around the corner a bit to see whats coming and quite often traffic coming from the right think you are pulling out in front of them but you only pulling out to see what is coming
3	Very happy to see the extension of the yellow no stopping line extended on Cohen Court, this corner has become a problem.
4	Not happy with traffic congestion
5	Flat top road hump with cycling bypass at the intersection of Cohen Court and Windsor Ave to allow safer merging onto Windsor Ave for cyclists. Because the curve in the road can lead to motorists cutting the corner close to the curb which will compromise the safety of cyclists merging onto Windsor Ave. A solid concrete separation buffer strip for merging cyclists could be an alternative. A "cyclists merging" sign would be a plus. Reduction of vehicle speed limits to 30kph along the whole of the proposed route would also be a plus.
6	I'm not familiar with the area.
7	I definitely support it but I don't want construction activities for long period of time Infront my house.
8	Same as first comment
9	Sharrows do not effectively aid cyclists
10	Treatment is suitable but comments about the alignment being less than ideal remain.
11	These treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
12	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
13	Helps to warn motorists to look out for cyclists.
14	I don't agree with the proposal as a whole.
15	Don't support the proposal as a whole

Responses

Q8 Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass and Sharrows) (South of Celtic Avenue)?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q9 Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass and Sharrows) (South of Celtic Avenue)? Comments

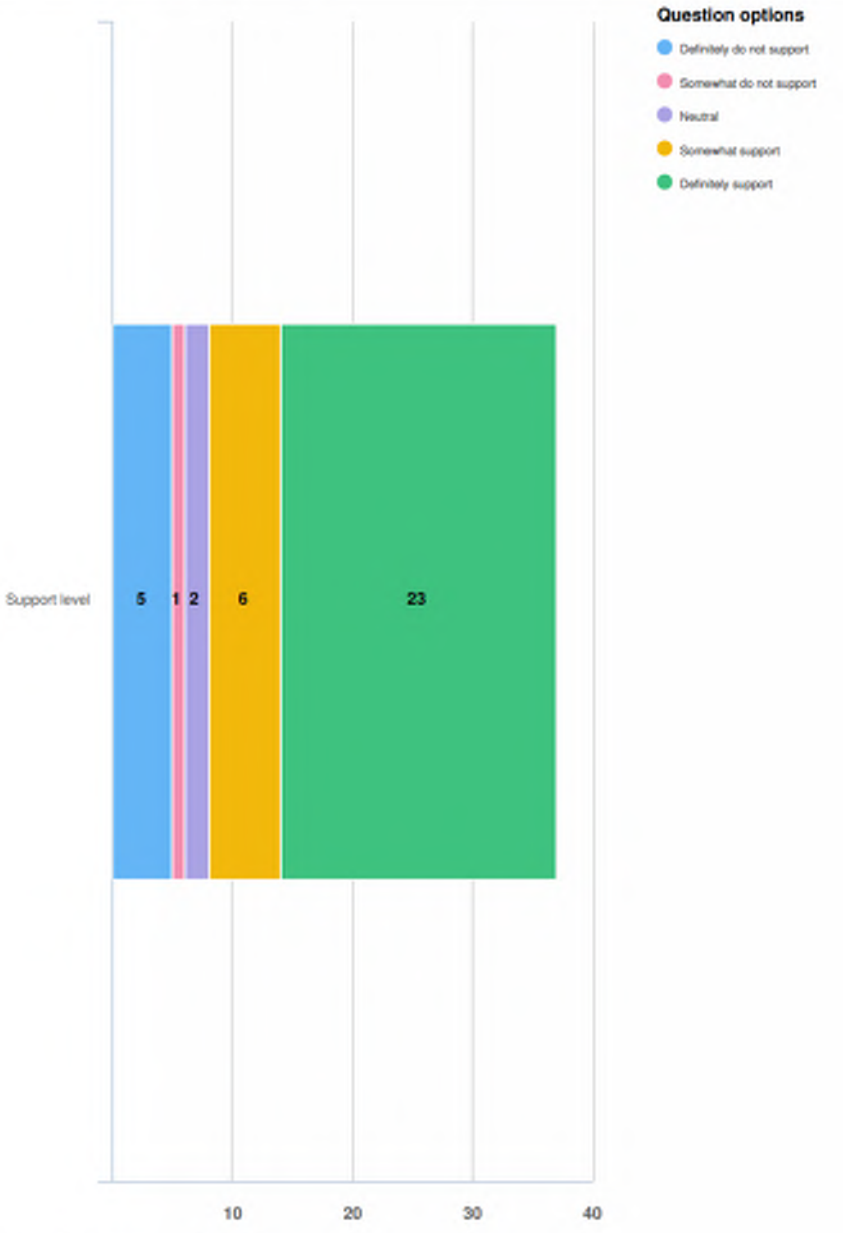
Optional question – 15 responses, 23 skipped.

Comments

1	The cyclist bypass doesn't make sense. Cars park on the edges, so cyclists cycle in middle of road. So when there is cushion speed bump a cyclists just rides between them. But you want to make cyclists swerve to the kerb, and then cycle straight into parked cars?
2	On street parking and traffic congestion
3	Perfect.
4	Again, I'm not familiar with the area.
5	I definitely support it but I don't want construction activities for long period of time Infront my house.
6	Absolutely, as it increased the safety of cyclists and reduces traffic speed.
7	Same as first comment
8	It will need minimised parking along the street to be effective
9	Treatments along the southern portion of Windsor Avenue are suitable but comments about the alignment being less than ideal remain.
10	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
11	Parking needs to be removed on Windsor Ave between Celtic and Tudor, traffic is so incredibly congested here, if you throw more bikes down here without removing parking you are asking for trouble.
12	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
13	The road hump and cyclist bypass works well in the Unley Council area. although if residents park their cars too close to the Cyclist Bypass, they can be difficult to access.
14	This will make the road very narrow. In addition, this type of flat top road hump are noisy.
15	This will make the road very narrow. In addition, this type of flat top road hump are noisy.

Responses

Q10 Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q 11 - Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?

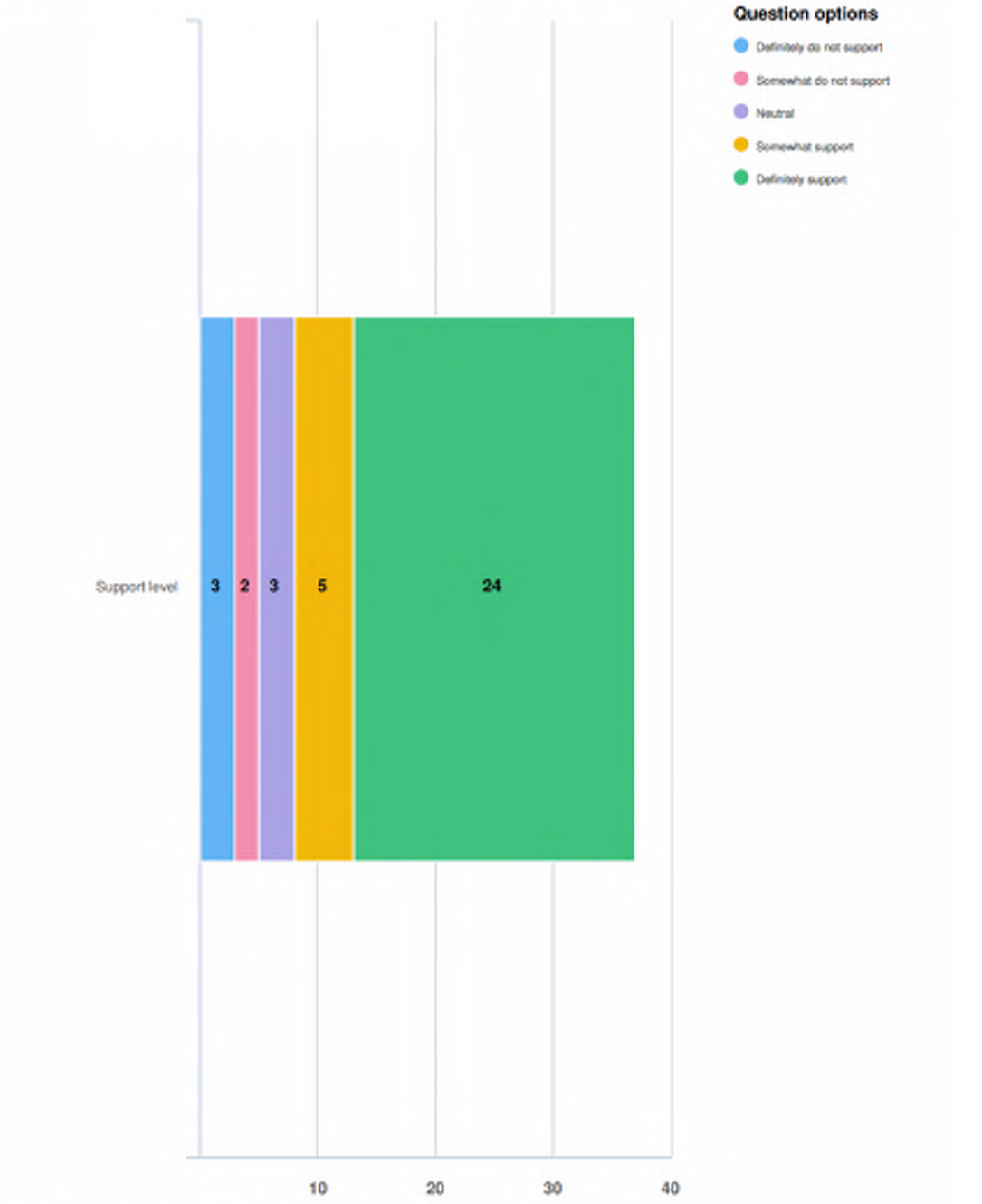
Optional question – 14 responses, 24 skipped

Comments

1	Bicycle lane treatment is good, but too short. It should be for entire length of project. Speed bumps with cyclist bypass are dumb. Even look at your picture example and see that a cyclists needs to almost hit a car to enter the bypass lane.
2	I would like to see the yellow no stopping line extended on Windsor Ave heading south from Celtic Ave, at least on one side of the street. This corner often has cars parked on both sides of the road creating an unsafe bottleneck as only one car can pass at a time.
3	No happy with traffic
4	Celtic Ave is a hi traffic volume road that includes a bus route via Windsor Ave. There needs to be a much safer crossing here with an emphasis on cycling thoroughfare over vehicle traffic flow. A fully raised intersection with a 30kph speed reduction on Celtic Ave approach or flat top speed humps on all sides with cycling bypasses. Reduction of vehicle speed limit on Celtic Ave approaches to Windsor Ave would also be a plus.
5	I definitely support it but I don't want construction activities for long period of time Infront my house.
6	Layout is good, but there is no mention of signposting for the continuation of this north/south cycle path, which, combined with the green bike lanes east/west, may confuse cyclists.
7	Same as first comment
8	Consider better separation of cyclists and motorists such as traffic lights like Greenhill road, or much improved signage will be needed to prevent accidents particularly while motorists adjust to more cyclists in the area. Consider a campaign for cyclists to respectful of motorists as it's not just drivers that need to share the road.
9	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
10	Parking needs to be removed from Celtic Ave to improve sighting. There are far too many park cars which makes it difficult to see.
11	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
12	Helps to make motorists aware cyclists.
13	Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.
14	Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.

Responses

Q12 Do you support the proposed cycling treatment (Give Way Intersection – Priority Change and Sharrows) for Windsor Avenue (North of Celtic Avenue)?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q 13 - Do you support the proposed cycling treatment (Give Way Intersection – Priority Change and Sharrows) for Windsor Avenue (North of Celtic Avenue)? Comments

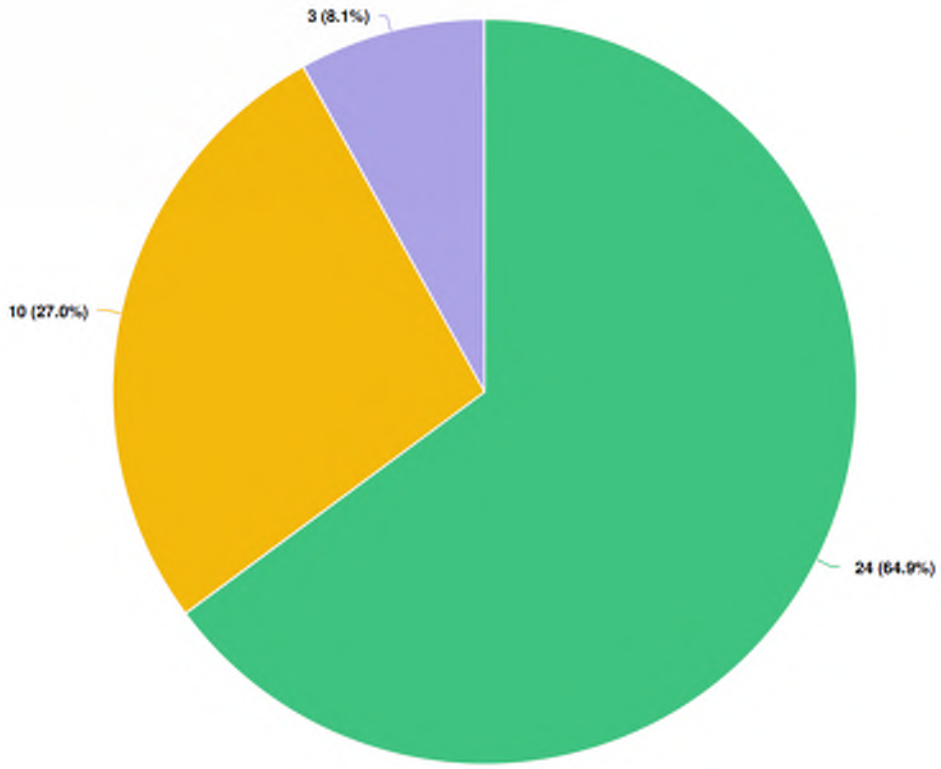
Optional Question – 17 responses, 21 skipped

Comments

1	This is unprotected infrastructure. Road need to be narrowed. Wide roads promote faster driving. This is just a cheap linemarking project to pretend to satisfy cycling infrastructure commitments.
2	Traffic
3	Need to include flat top speed bumps with cycling bypasses.
4	I would suggest that signage of some sort be painted on the roads giving way to ensure drivers SEE that they need to give way. I live near the Norrie Ave/Beaumont St intersection and the give way sign is NOT obvious enough .
5	Give way stopping area needs to be safe from traffic
6	I definitely support it but I don't want construction activities for long period of time Infront my house.
7	I don't understand why this section of Windsor Avenue, which I would assume has heavier traffic loading than the section south of Celtic, does not have speed bumps? I think the speed bumps with cyclist bypass should continue the length of Windsor Avenue.
8	Same as first comment
9	The priority change makes much more sense for the flow of cyclists and motorists.
10	Sharrows are not an effective protection for cyclists
11	Has modelling of impacts to traffic flows along Windsor Ave been undertaken? Currently traffic is calmed by Scottish & Australian Ave having priority along here requiring vehicles to give way. Removal of this may encourage traffic that is currently using Walker and Renown avenues (Or South Rd) to use Windsor Avenue instead. This may increase the attraction for traffic to use Daws/Hendon/Windsor to access Celtic Ave instead of South Road.
12	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
13	Traffic calming needs to be done on the side streets (Australian, Scottish, etc) on approach. Please consider installing a speed bump or two on the immediate approach to the intersections please
14	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
15	See earlier comment.
16	These side streets are already dangerous with issues people giving way. You should not change the priority as this is inconsistent with the other road in the area.
17	These side streets are already dangerous with people giving way. You should not change the priority as this is inconsistent with the other road in the area.

Responses

Q14 Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?



Question options

Neither Two way One way

Optional question (37 response(s), 1 skipped)
Question type: Radio Button Question

Responses

Q15 - Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection? Comments

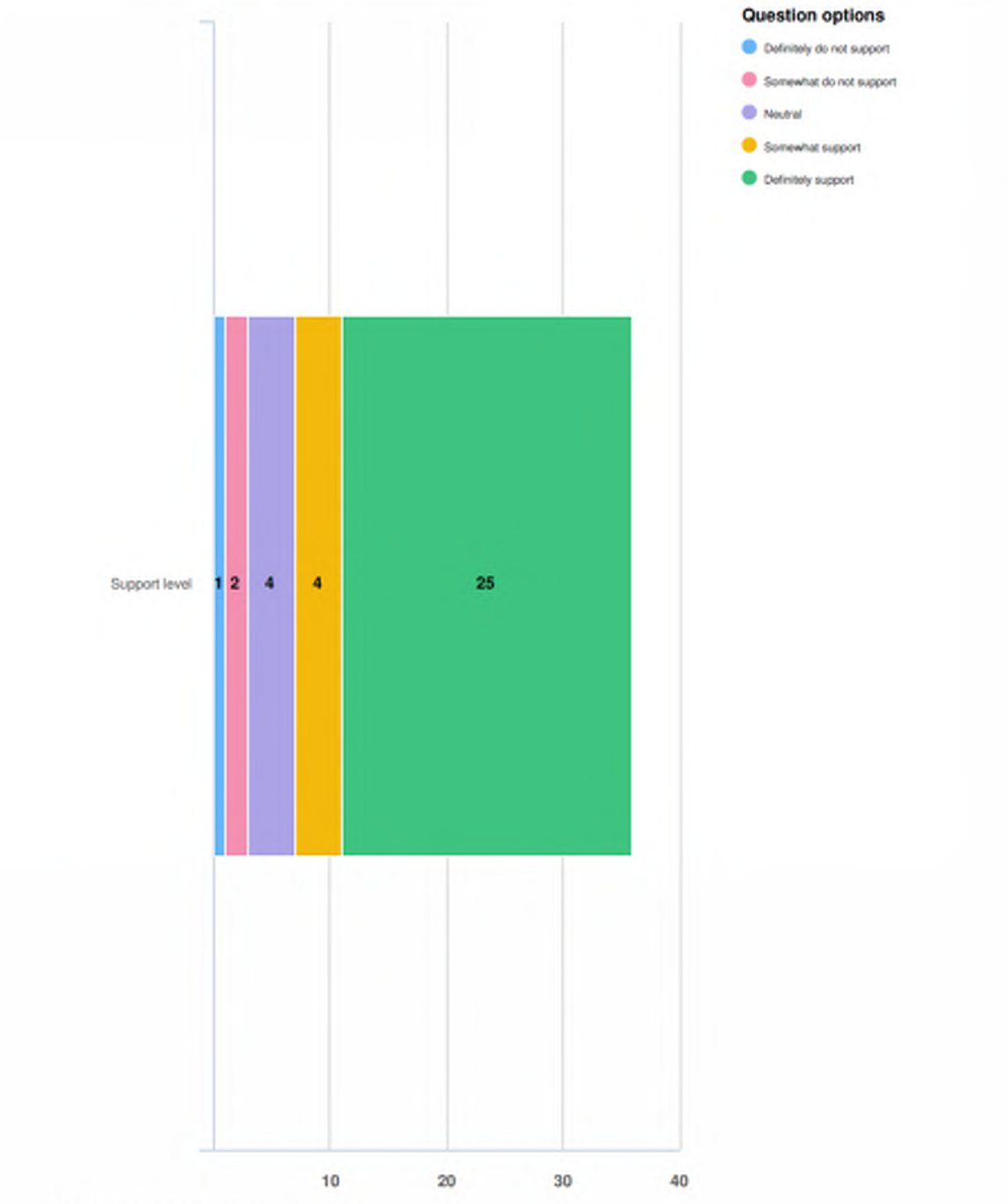
Optional Question – 16 responses, 22 skipped

Comments

1	One way is a good. Cycle lane needs to be suitably wide. Cycle lane needs to be protected by a kerb to prevent cars entering it. Unprotected bicycle lanes and unsafe and especially reduce ridership for young and old riders. The zebra crossings should be changed to a wombat crossing (raised crossing) to force cars to slow down.
2	A solid concrete separation buffer strip, not just a white line and green treatment.
3	I like the idea in theory but I'm concerned about a potential increase in school drop off/pick up traffic in Norrie Ave. Would it be feasible to extend the one-way feature further along Percy Ave to Thirza Ave?
4	Support of two way as long as the paths are wide enough to cater.
5	The worst places for cycling is past schools because parents are typically in a rush and car doors fly open without care.
6	I definitely support it but I don't want construction activities for long period of time Infront my house.
7	The one way approach is a sensible way to make riding past here safer in the morning. Stopping people queueing on the road to drop their kids off would be nicer but unlikely to happen..
8	The one-way street concept would be fine for cyclists on the section with contra-flow bike lanes, but what about the change in intersection flow once cars must detour via Beaumont Street to head in the opposite direction? I expect that in effect the Norrie/Beaumont 'leg' will become the 'continuing flow': a necessity for traffic south-bound along Percy St, and likely some diverted north-bound traffic too. This could mean cyclists have a harder time at the Percy/Norrie intersection when cycling N to S, and at the English/Renown intersection in both directions. The roads around Renown Avenue are particularly busy and difficult to cross during school drop-off / pickup hours already. So, from a changed traffic flow perspective, it may be better that the proposed treatment still allows two-way traffic, such that cyclists stay with the dominant traffic flow, rather than having to cross it. Or, make the new treatment exclude cars in both direction, which would necessitate improved intersections at Norrie/Percy and at English/Renown to allow cyclists safe passage across the prevailing traffic flow, and lose a number of parallel car parks. The cleanest solution for cyclists is two-direction traffic, with clear 'give way' marking for traffic from Norrie Ave onto Percy Ave and from Renown Ave onto English Ave. The section could still receive the stencilled surface to reduce traffic speed by the school, but the speed bumps with cyclist bypass could also achieve this. Regardless of traffic restrictions in the topical section, I think the speed bumps with cyclist bypass should continue along English Avenue and Percy Avenue.
9	Would be much safer for cyclists.
10	A full-time bike lane and priority for cyclists would also be helpful
11	Strongly support this treatment although consideration needs to be given to safety of cyclists in the Beaumont/English/Renown intersection area given this becomes very busy at school drop off time and cyclists will have to cross turning traffic. This is particularly important given I expect that a volume of cyclists will continue to use Renown Ave to access Bradley Grove, and will be required to turn across traffic displaced from Percy Ave.
12	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
13	This will improve safety greatly. No reason to not do this.
14	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
15	A difficult situation. See previous comments
16	This question is NOT clear. I don't support one way traffic.

Responses

Q16 Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?



Optional question (36 response(s), 2 skipped)
Question type: Likert Question

Responses

Q17 - Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue? Comments

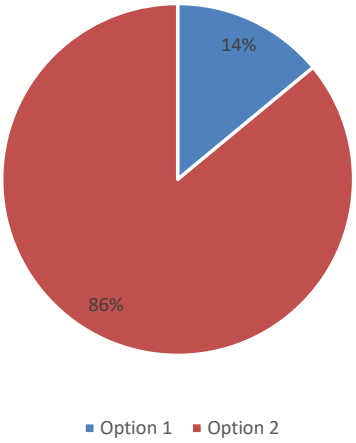
Optional Question – 9 responses, 29 skipped

Comments

1	Once again these speed bumps with cyclist bypass don't make sense because cars park at the edge of the road. There will be conflicts with parked cars.
2	Perfect.
3	A slowing of traffic and bike friendly additions is great
4	I definitely support it but I don't want construction activities for long period of time Infront my house.
5	The section S of Daws Road is good, provided the yellow section "2" is a proper, divided 'shared path'. I am concerned about the section of footpath in front of the shops north of the crossing: the footpath is not wide enough to be a 'shared path'—and there can be a lot of pedestrians. There is no obvious solution, but this safety issue needs to be addressed. Clearly there is no room to widen the footpath without taking away the median strip & hence pedestrian refuge, or by taking away the east-bound bike lane on Daws Rd. It may be that the best solution is to widen the footpath in front of 'Just Gluten Free' into a divided shared-path, pushing the east-bound lanes south, reducing the median strip into a dividing strip (and so losing the pedestrian refuge), and extending dividing strip west (and so shortening the right-turn lane onto West St). Somehow I think that unlikely...
6	Same as first comment
7	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
8	This will improve safety here greatly
9	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Responses

Q18 - Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street? (Based on feedback comments that identified a preference)

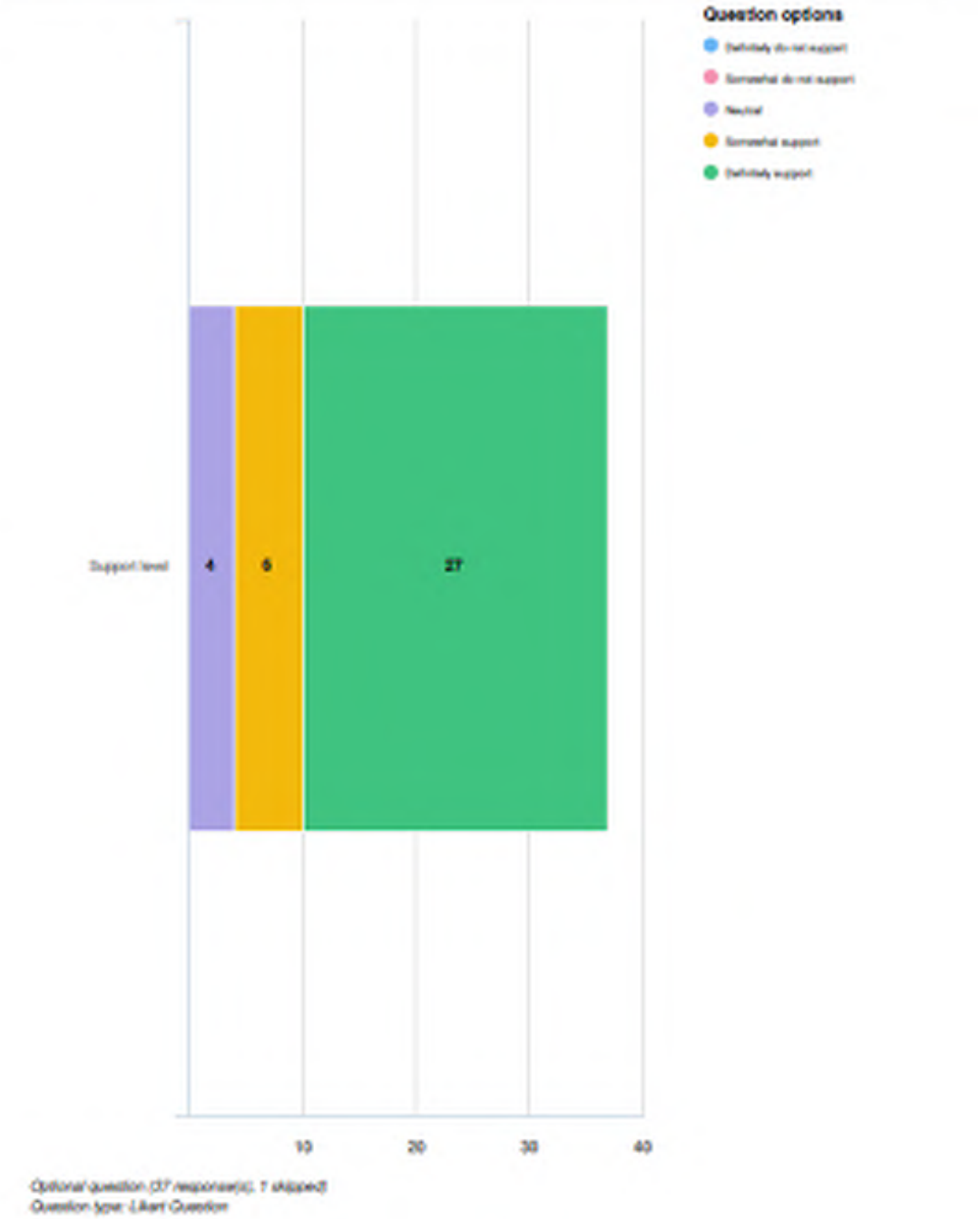


Comments

1	Option 2 with full time bicycle lanes is good. But bicycle lanes NEED to be protected. Else we just let more cyclists due because of our car prioritising design decisions.
2	Option 2 would be the safest option
3	Option 2
4	I do prefer the full-time bike path option but is it likely to cause issues for residents with parking?
5	I prefer Option 2 of a full time path
6	Option 2 - full time bike lanes
7	I live down the street and the council has subdivide homes and blocks on this street and the cars of the owners are on the street. I find it difficult to drive down this street when buses and cars need to go up and down. You are forever slowing down content as only a one car to drive down the street. It will make it hard to have a bike lane.
8	I definitely support it but I don't want construction activities for long period of time Infront my house.
9	Full time bike lanes down here would be good but it needs to be enforced. People frequently park in bike lanes so I presume they never get fined for it. Without enforcement the paint is just a waste of money.
10	Definitely supporting Option 2 - Fulltime bicycle lane
11	I am not familiar with traffic load at different times of the day, so cannot comment.
12	Option 1 (safer rides more riders!)
13	I'm not familiar with the area but if there's parking currently available how will this be addressed if it's a full time cycle lane in option 2?
14	bike lanes need to be enforced - no car parking! - in order to be effective
15	Option 2 would be preferable to Option 1 along West St given the traffic volumes and car parking along this street, however I expect that residents will be resistant to the loss of parking due to full time cycle lanes unless alternatives are provided. An effective compromise may be extended part time cycle lane operation. The road would benefit from improvements in the condition of the bicycle lane.
16	I support option 2.
17	Option 2 preferred
18	Option 2. Parking along this road needs to be removed 24/7. Without this restriction it will be pointless
19	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
20	Residents of West Street will not be happy. They campaigned when cycling lanes in both directions were initially introduced and succeeded in getting parking restrictions applying to only one side of the road in mornings or evenings.

Responses

Q20 Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q21 - Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace? Comments

Optional question – 15 responses, 23 skipped

Comments

1	Off road paths is necessary for cyclists safety. But paths shared with pedestrians and cyclists disrupt cyclists flow, ultimately meaning cyclists a likely to ride on the road instead. Road should be narrow to reduce car speeds (narrow roads make cars drive slower) and then extra space can be used to provide seperate bicycle path, and seperated pedestrian path.
2	Yes! Off-road shared paths are the preferred treatment at all times where permissible.
3	I like the improved off-road access to the railway crossing. Will the removed plants be replaced with appropriate greenery?
4	The more off road the better and safer
5	I like the idea of the offroad shared path. I like what they have done on the other side of the train tracks. It's done well. I would like to see it done in the same way.
6	I definitely support it but I don't want construction activities for long period of time Infront my house.
7	Looks good, but (as someone who does occasionally ride south along the Marion Rocks Greenway in morning peak traffic) there is often an issue with cars queuing over the bike crossings, up to the boom gate. I think green pavement marking treatment should be employed. In fact, cars queuing at bike crossings is a much larger issue, such as at the crossings for the Sturt River cycle path across Marion Rd and across Sturt Rd. I think the green pavement marking treatment could be used more generally at cycle path road crossings to encourage drivers not to queue over the path. Of course, someone will make the comment cyclists will think this means they get right-of-way over traffic and will heedlessly charge out into oncoming vehicles... So, the treatment shouldn't be solid, nor striped, but perhaps hashed, like the yellow exclusion zone at level crossings?
8	Same as first comment
9	Anything off road is a big tick.
10	Off road paths are only effective when they integrate well with road infrastructure. As a commuting cyclist, I don’t travel at the same speed as pedestrians, so paths where I need to continually give way, stop and cross the road, or where the path ends abruptly and I need to give way to car traffic that I would otherwise be travelling with are less safe than just riding on the road
11	The interface with the Marino Rocks greenway is currently one of the most hazardous parts of the alignment under existing conditions. The proposed treatment is a good solution provided that an active pedestrian crossing is provided on the southern side of Adelaide Tce as the existing mazes are challenging to navigate with a bicycle. Given recent fatalities at this location, installation of active crossings should be considered regardless. Consideration to widening the existing median island could be given as a standard length bicycle currently overhangs into the traffic lane.
12	It is possible for the council to petition for a pedestrian actuated crossing (signals) to be installed at this railway crossing, it is near impossible to cross the road here. Often have the wait up to 10 minutes for a train to active the gates for traffic to stop.
13	Because this is running the bike path along the BLOODY RAILWAY LINE
14	A great idea for a difficult and dangerous section of road.
15	More off road would be great but probably impossible if there are houses on both sides

Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?

Optional question – 29 responses, 9 skipped

1	Don't be cheap. There's a reason why there's little cyclist ridership in city of Marion and it's because your design choices are for cheap linemarking jobs and not actual protected infrastructure to seperate cyclists for safety or to provide direct and cohesive routes. You favour cars, it's obvious, and while you continue to do so you are killing Adelaide.
2	No
3	Bikes lanes should have a divider between them and the normal traffic, just like the ones in Frome Street in the city. All the bike lanes should be separated from traffic as such, no matter how much this might increase traffic congestion. Only then people will have the right incentives to drive less and bike more; better for personal health as well as the environment.
4	Please advise the proposal for crossing Daws Road.
5	Where can I get more information regarding the proposed shared path along Majors Rd from South Rd to Lonsdale Hwy?
6	I would like to see traffic projections for the one-way intersection for English Ave/Percy Ave and for further along Percy Ave before I gave unqualified support for the measures. Thank you for the opportunity to provide feedback.
7	An excellent undertaking to enable more people to enjoy riding and be safe doing it.
8	See comments above.
9	Some shade at intersections would be nice.
10	I don't want humps on west st. It is not good for the car.
11	Most of these seem fairly token as paint has very little protective value for cyclists, and it often feels like bike lanes are there to corral cyclists rather than protect them. This is especially true where they are next to parked cars as you have to ride on the right hand edge otherwise you risk getting doored. It is also somewhat laughable to call bike lanes on roads a "bikeway" - especially when they are heavily use rat runs for car drivers (eg West St, Towers Tce, Chittral Ice, Winifred Ave). During peak hour these roads are jam packed with cars with some drivers behaving very aggressively.
12	We need a lot more of those projects in Adelaide to reduce traffic while increasing the uptake and safety of active commuting!
13	I'm glad this is being introduced and there is a clear path for cycling between Tonsley (and so, e.g. Bedford Park, FMC, etc.) and town. One glaring issue I have experienced with the existing Marino Rocks Greenway between say Goodwood train station and Sixth Ave is the poor marking of where the path goes next. I think this new path should have clear sign-posting, and some of the old sign-posting needs updating (e.g. heading south on Marino Rocks path, before Cross Road crossing there is a sign post with three destinations, the top one being Tonsley, but once you've crossed both roads, the next sign only lists two destinations: Tonsley is missing. There are other instances, such as when turning left onto the path adjacent to South Road, the cyclist has to turn left up onto the 'footpath', that aren't clear: cyclist confusion could be reduced by 'painting the way' using the green pavement treatment.
14	Thanks for the opportunity to share! We live so close to the flinders greenway and cannot wait until we can walk to the Tonsley station. Currently it's a ten minute walk around the development, but when this greenway is complete it will be about a 3 minute walk (or a minute ride!).
15	Can't wait
16	Great initiative. Well done.
17	There should be physically separated bike lanes as much as possible, and signals to cross roads
18	Please just do it
19	Given the amount of money being spent on the North South Motorway and the challenges this will present local residents, spending more money to do this greenway properly would be a huge win for connections in the local area. The State Government should be petitioned to look into doing this. There's plenty of room next to the trainline for this option. My understanding is that it's just electrical infrastructure that is in the way, and that this could be moved. Currently residents in Mitchell Park, north of Arnold Drive, are horribly isolated from the areas around them. Particularly they have a train line running right past them but no way of accessing a station, even on foot. A greenway along the train line, connecting this area to Mitchell Park Station would have great benefits for Public transport use and for ease of local movements.
20	Cycling infrastructure needs to actually protect cyclists. Arrows do nothing, bike lanes should be full-time but also need to be enforced to be effective as protection (without this they don't help). Personally I am more likely to take a direct path than one with significant detours.
21	Support this upgrade, but Seacombe Road serves as the direct route for cyclists from Marino, Seacombe Heights, Hallet Cove, and Seaview Downs to Flinders University and Medical Centre (3km shorter route). However, the absence of separated lanes poses safety risks, especially at roundabouts and areas without bike lanes. Upgrading Seacombe Road will mitigate these risks, protecting both cyclists and motorists. By implementing separated bike lanes, we can enhance visibility, reduce accidents, and promote a safer cycling environment. This upgrade will also encourage more people to choose cycling as a mode of transportation, leading to reduced traffic congestion and improved overall efficiency.
22	For a trust greenway, the alignment should continue adjacent to the train line to promote active transport in the council. This may present additional financial costs (which should be offset with state and federal funding), but the current convoluted alignment is not appropriate.
23	A great initiative!
24	Something needs to be done about traffic driving on the wrong side of the road on Adelaide Tce when the train crossing is down. Something like a permanent klemfix with posts should be installed. There are endless near misses with bikes and peds here. Both sides of the tracks
25	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
26	Fully support the proposal.
27	As a keen cyclist, I am 81 years old and still cycling I would like to be kept informed about detailed design of this Greenway,
28	Good lighting is desirable especially where the dedicated paths have tree roots emerging. Is it possible to have lights that come on when someone approaches rather than on the whole time (avoiding light pollution). Good to see our council moving ahead.
29	You have not provided adequate time for consultation, you have not provided ease of people to respond to the consultation. Sending out flyer in the letter box with a website or QR code are inadequate options for notifying people. Especially those without internet access or difficulties using the internet. The flyer is dated 1 May but was not put in my letter box until the week of 8 May. The signage bout consultation only went up even later than that, last week!Even the online information is hard to navigate and the proposals are not clear. You have not made it clear what effect this will have on parking, etc, in the area.

Survey Responses

30 August 2011 - 29 June 2023

Survey questions

Making Marion

Project: Flinders Greenway Consultation: Stage 3

BANG THE TABLE engagementHQ

VISITORS					
71					
CONTRIBUTORS			RESPONSES		
38			38		
38 Registered	0 Unverified	0 Anonymous	38 Registered	0 Unverified	0 Anonymous

Respondent No: 1
Login: Registered

Responded At: May 01, 2023 16:20:07 pm
Last Seen: May 01, 2023 06:48:48 am

Q1. **Name** [redacted]

Q2. **Street address** Scott avenue

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 2
Login: Registered
Responded At: May 01, 2023 17:53:56 pm
Last Seen: May 01, 2023 05:34:12 am

Q1. **Name** [redacted]

Q2. **Street address** Arafura Court

Q3. **Do you cycle?** Yes, daily

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Somewhat do not support

Q5. **Comments**

The route is not direct. Directness is needed to ensure ridership. You are just finding random streets that already exist and painting lines. Cyclists do this type of route planning daily. This is just a cheap and lazy approach to pretend 'we are providing for cyclists'. What we need is purpose-built infrastructure dedicated only to cyclists. Else we will continue with low ridership because of councils continued favouritism of cars.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely do not support

Q7. **Comments**

This is unprotected infrastructure. Cheap linemarking to pretend to satisfy cycling infrastructure commitments.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely do not support

Q9. **Comments**

The cyclist bypass doesn't make sense. Cars park on the edges, so cyclists cycle in middle of road. So when there is cushion speed bump a cyclists just rides between them. But you want to make cyclists swerve to the kerb, and then cycle straight into parked cars?

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Somewhat support

Q11. **Comments**

Bicycle lane treatment is good, but too short. It should be for entire length of project. Speed bumps with cyclist bypass are dumb. Even look at your picture example and see that a cyclists needs to almost hit a car to enter the bypass lane.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Somewhat do not support

Q13. **Comments**

This is unprotected infrastructure. Road need to be narrowed. Wide roads promote faster driving. This is just a cheap linemarking project to pretend to satisfy cycling infrastructure commitments.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

One way is a good. Cycle lane needs to be suitably wide. Cycle lane needs to be protected by a kerb to prevent cars entering it. Unprotected bicycle lanes and unsafe and especially reduce ridership for young and old riders. The zebra crossings should be changed to a wombat crossing (raised crossing) to force cars to slow down.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Somewhat do not support

Q17. **Comments**

Once again these speed bumps with cyclist bypass don't make sense because cars park at the edge of the road. There will be conflicts with parked cars.

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Somewhat support

Q19. **Comments**

Option 2 with full time bicycle lanes is good. But bicycle lanes NEED to be protected. Else we just let more cyclists due because of our car prioritising design decisions.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Somewhat support

Q21. **Comments**

Off road paths is necessary for cyclists safety. But paths shared with pedestrians and cyclists disrupt cyclists flow, ultimately meaning cyclists a likely to ride on the road instead. Road should be narrow to reduce car speeds (narrow roads make cars drive slower) and then extra space can be used to provide seperate bicycle path, and seperated pedestrian path.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Don't be cheap. There's a reason why there's little cyclist ridership in city of Marion and it's because your design choices are for cheap linemarking jobs and not actual protected infrastructure to seperate cyclists for safety or to provide direct and cohesive routes. You favour cars, it's obvious, and while you continue to do so you are killing Adelaide.

Respondent No: 3
Login: Registered

Responded At: May 01, 2023 18:51:13 pm
Last Seen: May 01, 2023 09:10:04 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Cohen Court Clovelly Park

Q3. **Do you cycle?** No

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Somewhat support

Q7. **Comments**

I think the give way sign at the end of the street should be a stop sign, it is very hard to see traffic coming from the right hand and you need to creep around the corner a bit to see whats coming and quite often traffic coming from the right think you are pulling out in front of them but you only pulling out to see what is coming

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 4
Login: Registered
Responded At: May 03, 2023 19:50:36 pm
Last Seen: May 03, 2023 09:40:53 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Cohen Court, Clovelly Park

Q3. **Do you cycle?** Not currently

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

Having a safer cycling way would encourage me to take up cycling again

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely support

Q7. **Comments**

Very happy to see the extension of the yellow no stopping line extended on Cohen Court, this corner has become a problem.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Somewhat support

Q11. **Comments**

I would like to see the yellow no stopping line extended on Windsor Ave heading south from Celtic Ave, at least on one side of the street. This corner often has cars parked on both sides of the road creating an unsafe bottleneck as only one car can pass at a time.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Option 2 would be the safest option

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 5
Login: Registered
Responded At: May 09, 2023 06:44:52 am
Last Seen: May 08, 2023 21:10:14 pm

Q1. **Name** not answered

Q2. **Street address** Cohen Court

Q3. **Do you cycle?** No

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Somewhat do not support

Q5. **Comments**

Not happy with traffic

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely do not support

Q7. **Comments**

Not happy with traffic congestion

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Somewhat do not support

Q9. **Comments**

On street parking and traffic congestion

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely do not support

Q11. **Comments**

No happy with traffic

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Somewhat do not support

Q13. **Comments**

Traffic

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Somewhat do not support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Neutral

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Neutral

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

No

Respondent No: 6
Login: Registered

Responded At: May 09, 2023 14:46:00 pm
Last Seen: May 09, 2023 05:10:35 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Lascelles Avenue

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Bikes lanes should have a divider between them and the normal traffic, just like the ones in Frome Street in the city. All the bike lanes should be separated from traffic as such, no matter how much this might increase traffic congestion. Only then people will have the right incentives to drive less and bike more; better for personal health as well as the environment.

Respondent No: 7
Login: Registered

Responded At: May 11, 2023 10:47:47 am
Last Seen: May 11, 2023 01:14:45 am

Q1. **Name** [redacted]

Q2. **Street address** Price Avenue Lower Mitcham

Q3. **Do you cycle?** Regularly

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

Please advise the proposal for crossing Daws Road.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Please advise the proposal for crossing Daws Road.

Respondent No: 8
Login: Registered
Responded At: May 12, 2023 09:00:08 am
Last Seen: May 11, 2023 22:22:32 pm

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Intrepid Crescent Hallett Cove

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

Due to the lack of rail corridor land available to be utilised for a path, the proposed route makes the most sense. However, there is room for safety improvements that lean more towards cyclist safety rather than vehicle traffic flow. I still think that there is too much emphasis on vehicle's right of way and traffic flow over the right of way, safety and flow of cycling traffic. I will add comments regarding these issues to each of the below points.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Somewhat support

Q7. **Comments**

Flat top road hump with cycling bypass at the intersection of Cohen Court and Windsor Ave to allow safer merging onto Windsor Ave for cyclists. Because the curve in the road can lead to motorists cutting the corner close to the curb which will compromise the safety of cyclists merging onto Windsor Ave. A solid concrete separation buffer strip for merging cyclists could be an alternative. A "cyclists merging" sign would be a plus. Reduction of vehicle speed limits to 30kph along the whole of the proposed route would also be a plus.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

Perfect.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely do not support

Q11. **Comments**

Celtic Ave is a hi traffic volume road that includes a bus route via Windsor Ave. There needs to be a much safer crossing here with an emphasis on cycling thoroughfare over vehicle traffic flow. A fully raised intersection with a 30kph speed reduction on Celtic Ave approach or flat top speed humps on all sides with cycling bypasses. Reduction of vehicle speed limit on Celtic Ave approaches to Windsor Ave would also be a plus.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level — Somewhat support

Q13. **Comments**

Need to include flat top speed bumps with cycling bypasses.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** — One way

Q15. **Comments**

A solid concrete separation buffer strip, not just a white line and green treatment.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level — Definitely support

Q17. **Comments**

Perfect.

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level — Definitely support

Q19. **Comments**

Option 2

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level — Definitely support

Q21. **Comments**

Yes! Off-road shared paths are the preferred treatment at all times where permissible.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Where can I get more information regarding the proposed shared path along Majors Rd from South Rd to Lonsdale Hwy?

Respondent No: 9
Login: Registered
Responded At: May 12, 2023 11:49:19 am
Last Seen: May 12, 2023 01:45:03 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Norrie Ave C,lovely Park

Q3. **Do you cycle?**

No but I run so I'm very interested in improved walking/running access.

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level

Somewhat support

Q5. **Comments**

I would prefer to have as much off-road path as possible. Footpaths along roads tend to have more uneven sections leading to more trip hazards.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level

Somewhat support

Q7. **Comments**

I'm not familiar with the area.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level

Somewhat support

Q9. **Comments**

Again, I'm not familiar with the area.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level

Somewhat support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level

Somewhat support

Q13. **Comments**

I would suggest that signage of some sort be painted on the roads giving way to ensure drivers SEE that they need to give way. I live near the Norrie Ave/Beaumont St intersection and the give way sign is NOT obvious enough .

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

I like the idea in theory but I'm concerned about a potential increase in school drop off/pick up traffic in Norrie Ave. Would it be feasible to extend the one-way feature further along Percy Ave to Thirza Ave?

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Somewhat support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Somewhat support

Q19. **Comments**

I do prefer the full-time bike path option but is it likely to cause issues for residents with parking?

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Somewhat support

Q21. **Comments**

I like the improved off-road access to the railway crossing. Will the removed plants be replaced with appropriate greenery?

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

I would like to see traffic projections for the one-way intersection for English Ave/Percy Ave and for further along Percy Ave before I gave unqualified support for the measures. Thank you for the opportunity to provide feedback.

Respondent No: 10
Login: Registered
Responded At: May 12, 2023 15:02:55 pm
Last Seen: May 12, 2023 05:26:38 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Rider Street, Seacombe Gardens

Q3. **Do you cycle?** Yes, most days

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

The more commuting and traffic free paths available the more people will be encouraged to use them. They need to have limited crossings and impact on flowing traffic.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely support

Q13. **Comments**

Give way stopping area needs to be safe from traffic

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

Support of two way as long as the paths are wide enough to cater.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

A slowing of traffic and bike friendly additions is great

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

I prefer Option 2 of a full time path

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

The more off road the better and safer

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

An excellent undertaking to enable more people to enjoy riding and be safe doing it.

Respondent No: 11
Login: Registered
Responded At: May 12, 2023 20:28:55 pm
Last Seen: May 12, 2023 10:49:01 am

Q1. **Name** [redacted]

Q2. **Street address** Midera Ave

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Option 2 - full time bike lanes

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 12
Login: Registered

Responded At: May 13, 2023 18:08:06 pm
Last Seen: May 13, 2023 08:20:02 am

Q1. **Name** [redacted]

Q2. **Street address** Adelaide terrace

Q3. **Do you cycle?** No

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Neutral

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Neutral

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Neutral

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Neutral

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Neutral

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Neutral

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Somewhat do not support

Q19. **Comments**

I live down the street and the council has subdivide homes and blocks on this street and the cars of the owners are on the street. I find it difficult to drive down this street when buses and cars need to go up and down. You are forever slowing down content as only a one car to drive down the street. It will make it hard to have a bike lane.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Somewhat support

Q21. **Comments**

I like the idea of the offroad shared path. I like what they have done on the other side of the train tracks. It's done well. I would like to see it done in the same way.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

See comments above.

Respondent No: 13
Login: Registered
Responded At: May 14, 2023 08:33:06 am
Last Seen: May 13, 2023 22:57:33 pm

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Windsor Ave, Clovelly Park

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely support

Q5. **Comments**

It is embarrassing that the state will compulsory purchase properties for road transport but will not do the same to make cycling safer. That aside, I support these smaller efforts to make a difference to cycling safety

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

The worst places for cycling is past schools because parents are typically in a rush and car doors fly open without care.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Some shade at intersections would be nice.

Respondent No: 14
Login: Registered
Responded At: May 14, 2023 14:54:47 pm
Last Seen: May 14, 2023 05:18:07 am

Q1. **Name** [redacted]

Q2. **Street address** West st

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

I definitely support it but I don't want construction activities for long period of time Infront my house.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

I don't want humps on west st. It is not good for the car.

Respondent No: 15
Login: Registered

Responded At: May 15, 2023 13:46:17 pm
Last Seen: May 15, 2023 04:03:21 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Raggatt Cr

Q3. **Do you cycle?** Yes, at least every weekday.

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

The one way approach is a sensible way to make riding past here safer in the morning. Stopping people queueing on the road to drop their kids off would be nicer but unlikely to happen..

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Full time bike lanes down here would be good but it needs to be enforced. People frequently park in bike lanes so I presume they never get fined for it. Without enforcement the paint is just a waste of money.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Most of these seem fairly token as paint has very little protective value for cyclists, and it often feels like bike lanes are there to corral cyclists rather than protect them. This is especially true where they are next to parked cars as you have to ride on the right hand edge otherwise you risk getting doored. It is also somewhat laughable to call bike lanes on roads a "bikeway" - especially when they are heavily use rat runs for car drivers (eg West St, Towers Tce, Chittral Ice, Winifred Ave). During peak hour these roads are jam packed with cars with some drivers behaving very aggressively.

Respondent No: 16
Login: Registered
Responded At: May 16, 2023 14:03:04 pm
Last Seen: May 16, 2023 04:20:41 am

Q1. **Name** [redacted]

Q2. **Street address** not answered

Q3. **Do you cycle?** Yes, I cycle daily

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

Absolutely as it will increase the connectivity of Flinders/ Tonsley and surrounding precincts to the city and increase the safety and hopefully uptake of active communting.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

Absolutely, as it increased the safety of cyclists and reduces traffic speed.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Definitely supporting Option 2 - Fulltime bicycle lane

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

We need a lot more of those projects in Adelaide to reduce traffic while increasing the uptake and safety of active commuting!

Respondent No: 17
Login: Registered
Responded At: May 16, 2023 14:46:45 pm
Last Seen: May 16, 2023 04:13:16 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Barham Ave Morphettville

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Somewhat support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Somewhat support

Q11. **Comments**

Layout is good, but there is no mention of signposting for the continuation of this north/south cycle path, which, combined with the green bike lanes east/west, may confuse cyclists.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Somewhat support

Q13. **Comments**

I don't understand why this section of Windsor Avenue, which I would assume has heavier traffic loading than the section south of Celtic, does not have speed bumps? I think the speed bumps with cyclist bypass should continue the length of Windsor Avenue.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

The one-way street concept would be fine for cyclists on the section with contra-flow bike lanes, but what about the change in intersection flow once cars must detour via Beaumont Street to head in the opposite direction? I expect that in effect the Norrie/Beaumont 'leg' will become the 'continuing flow': a necessity for traffic south-bound along Percy St, and likely some diverted north-bound traffic too. This could mean cyclists have a harder time at the Percy/Norrie intersection when cycling N to S, and at the English/Renown intersection in both directions. The roads around Renown Avenue are particularly busy and difficult to cross during school drop-off / pickup hours already. So, from a changed traffic flow perspective, it may be better that the proposed treatment still allows two-way traffic, such that cyclists stay with the dominant traffic flow, rather than having to cross it. Or, make the new treatment exclude cars in both direction, which would necessitate improved intersections at Norrie/Percy and at English/Renown to allow cyclists safe passage across the prevailing traffic flow, and lose a number of parallel car parks. The cleanest solution for cyclists is two-direction traffic, with clear 'give way' marking for traffic from Norrie Ave onto Percy Ave and from Renown Ave onto English Ave. The section could still receive the stencilled surface to reduce traffic speed by the school, but the speed bumps with cyclist bypass could also achieve this. Regardless of traffic restrictions in the topical section, I think the speed bumps with cyclist bypass should continue along English Avenue and Percy Avenue.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Somewhat support

Q17. **Comments**

The section S of Daws Road is good, provided the yellow section "2" is a proper, divided 'shared path'. I am concerned about the section of footpath in front of the shops north of the crossing: the footpath is not wide enough to be a 'shared path'—and there can be a lot of pedestrians. There is no obvious solution, but this safety issue needs to be addressed. Clearly there is no room to widen the footpath without taking away the median strip & hence pedestrian refuge, or by taking away the east-bound bike lane on Daws Rd. It may be that the best solution is to widen the footpath in front of 'Just Gluten Free' into a divided shared-path, pushing the east-bound lanes south, reducing the median strip into a dividing strip (and so losing the pedestrian refuge), and extending dividing strip west (and so shortening the right-turn lane onto West St). Somehow I think that unlikely...

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Neutral

Q19. **Comments**

I am not familiar with traffic load at different times of the day, so cannot comment.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Somewhat support

Q21. **Comments**

Looks good, but (as someone who does occasionally ride south along the Marion Rocks Greenway in morning peak traffic) there is often an issue with cars queuing over the bike crossings, up to the boom gate. I think green pavement marking treatment should be employed. In fact, cars queuing at bike crossings is a much larger issue, such as at the crossings for the Sturt River cycle path across Marion Rd and across Sturt Rd. I think the green pavement marking treatment could be used more generally at cycle path road crossings to encourage drivers not to queue over the path. Of course, someone will make the comment cyclists will think this means they get right-of-way over traffic and will heedlessly charge out into oncoming vehicles... So, the treatment shouldn't be solid, nor striped, but perhaps hashed, like the yellow exclusion zone at level crossings?

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

I'm glad this is being introduced and there is a clear path for cycling between Tonsley (and so, e.g. Bedford Park, FMC, etc.) and town. One glaring issue I have experienced with the existing Marino Rocks Greenway between say Goodwood train station and Sixth Ave is the poor marking of where the path goes next. I think this new path should have clear sign-posting, and some of the old sign-posting needs updating (e.g. heading south on Marino Rocks path, before Cross Road crossing there is a sign post with three destinations, the top one being Tonsley, but once you've crossed both roads, the next sign only lists two destinations: Tonsley is missing. There are other instances, such as when turning left onto the path adjacent to South Road, the cyclist has to turn left up onto the 'footpath', that aren't clear: cyclist confusion could be reduced by 'painting the way' using the green pavement treatment.

Respondent No: 18
Login: Registered
Responded At: May 16, 2023 15:28:12 pm
Last Seen: May 16, 2023 05:56:16 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Chrysler Street Tonsley SA 5042

Q3. **Do you cycle?** Occasionally

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

Please begin construction as soon as possible! It will be fantastic to have a dedicated path which connects to the Tonsley train station

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 19
Login: Registered
Responded At: May 16, 2023 15:32:02 pm
Last Seen: May 16, 2023 05:54:38 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Chrysler St

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

This would be incredible! I used to ride to the city all the time when I lived closer to the city because there was a bike path that followed the Seaford Train. Since moving to Tonsley I haven't attempted riding to the city once because there has been no easy way to get to the Seaford bike pathway without back-tracking or going across south road and then via Winston/East (which is a terrible road to ride down!). So this would definitely increase my riding ten-fold.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

Same as first comment

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

Same as first comment

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

Same as first comment

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

Same as first comment

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

Would be much safer for cyclists.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

Same as first comment

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Option 1 (safer rides more riders!)

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

Same as first comment

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Thanks for the opportunity to share! We live so close to the flinders greenway and cannot wait until we can walk to the Tonsley station. Currently it's a ten minute walk around the development, but when this greenway is complete it will be about a 3 minute walk (or a minute ride!).

Respondent No: 20
Login: Registered
Responded At: May 16, 2023 18:32:39 pm
Last Seen: May 16, 2023 08:58:28 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Mills Street, Mitchell Park

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level	Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level	Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Can't wait

Respondent No: 21
Login: Registered
Responded At: May 16, 2023 19:00:13 pm
Last Seen: May 16, 2023 09:23:38 am

Q1. **Name** [redacted]

Q2. **Street address** Woodland Road

Q3. **Do you cycle?** No

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Somewhat support

Q5. **Comments**

Some issues need to be addressed

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Somewhat support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Somewhat support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Somewhat do not support

Q11. **Comments**

Consider better separation of cyclists and motorists such as traffic lights like Greenhill road, or much improved signage will be needed to prevent accidents particularly while motorists adjust to more cyclists in the area. Consider a campaign for cyclists to respectful of motorists as it's not just drivers that need to share the road.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

The priority change makes much more sense for the flow of cyclists and motorists.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Somewhat support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Somewhat support

Q19. **Comments**

I'm not familiar with the area but if there's parking currently available how will this be addressed if it's a full time cycle lane in option 2?

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

Anything off road is a big tick.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Great initiative. Well done.

Respondent No: 22
Login: Registered

Responded At: May 16, 2023 19:58:02 pm
Last Seen: May 16, 2023 10:16:05 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Naldera Street Glandore

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Somewhat support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Somewhat support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Somewhat support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Somewhat support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Somewhat support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Somewhat support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

There should be physically separated bike lanes as much as possible, and signals to cross roads

Respondent No: 23
Login: Registered
Responded At: May 16, 2023 22:07:29 pm
Last Seen: May 16, 2023 12:34:51 pm

Q1. **Name** [redacted]

Q2. **Street address** Tracy Ct

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Please just do it

Respondent No: 24
Login: Registered
Responded At: May 17, 2023 11:05:41 am
Last Seen: May 17, 2023 01:22:30 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Minkie Avenue Mitchell Park

Q3. **Do you cycle?** Yes, especially commuting / with kids and family

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely do not support

Q5. **Comments**

To see this proposal put forward is really disappointing and to me shows backward thinking by our State Government in particular. A windy route working through back streets will not be popular with commuters or families and will end up being largely a waste. It's not direct enough to get serious cyclists using the route and it's not an offroad path so it doesn't work at all for families especially with younger kids and bikes. After such a lovely greenway being built south of Alawoona Avenue this section now becomes a key link in the city-wide greenway network. It connects the Marion Rocks Greenway to bike paths that run further South like the Southern Veloway. Doing this properly and getting a proper off-road shared path alongside the Flinders Trainline would be such a win for the local community for many generations to come. What has been proposed to me is a patch job, and isn't worth the money spent on it. I'd rather have nothing and wait for money to become available to do it properly. Respect to those who have put in great work to try and come up with as good a solution based on the constraints they've been given, but this project should be scrapped and taken back to the drawing board.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Neutral

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Neutral

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Neutral

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Neutral

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Neutral

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Neutral

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Neutral

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Given the amount of money being spent on the North South Motorway and the challenges this will present local residents, spending more money to do this greenway properly would be a huge win for connections in the local area. The State Government should be petitioned to look into doing this. There's plenty of room next to the trainline for this option. My understanding is that it's just electrical infrastructure that is in the way, and that this could be moved. Currently residents in Mitchell Park, north of Arnold Drive, are horribly isolated from the areas around them. Particularly they have a train line running right past them but no way of accessing a station, even on foot. A greenway along the train line, connecting this area to Mitchell Park Station would have great benefits for Public transport use and for ease of local movements.

Respondent No: 25
Login: Registered
Responded At: May 18, 2023 10:34:20 am
Last Seen: May 18, 2023 00:51:19 am

Q1. **Name** [redacted]

Q2. **Street address** not answered

Q3. **Do you cycle?** Yes, daily

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Somewhat support

Q5. **Comments**

Better cycling infrastructure would be great, but there are quite significant detours in the proposed route which make it less attractive for commuting cyclists

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Neutral

Q7. **Comments**

Sharrows do not effectively aid cyclists

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Somewhat support

Q9. **Comments**

It will need minimised parking along the street to be effective

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Somewhat support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Neutral

Q13. **Comments**

Sharrows are not an effective protection for cyclists

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

A full-time bike lane and priority for cyclists would also be helpful

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

bike lanes need to be enforced - no car parking! - in order to be effective

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Somewhat support

Q21. **Comments**

Off road paths are only effective when they integrate well with road infrastructure. As a commuting cyclist, I don't travel at the same speed as pedestrians, so paths where I need to continually give way, stop and cross the road, or where the path ends abruptly and I need to give way to car traffic that I would otherwise be travelling with are less safe than just riding on the road

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Cycling infrastructure needs to actually protect cyclists. Arrows do nothing, bike lanes should be full-time but also need to be enforced to be effective as protection (without this they don't help). Personally I am more likely to take a direct path than one with significant detours.

Respondent No: 26
Login: Registered

Responded At: May 18, 2023 11:10:37 am
Last Seen: May 18, 2023 01:22:19 am

Q1. **Name** [redacted]

Q2. **Street address** not answered

Q3. **Do you cycle?** not answered

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** not answered

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Support this upgrade, but Seacombe Road serves as the direct route for cyclists from Marino, Seacombe Heights, Hallet Cove, and Seaview Downs to Flinders University and Medical Centre (3km shorter route). However, the absence of separated lanes poses safety risks, especially at roundabouts and areas without bike lanes. Upgrading Seacombe Road will mitigate these risks, protecting both cyclists and motorists. By implementing separated bike lanes, we can enhance visibility, reduce accidents, and promote a safer cycling environment. This upgrade will also encourage more people to choose cycling as a mode of transportation, leading to reduced traffic congestion and improved overall efficiency.

Respondent No: 27
Login: Registered
Responded At: May 18, 2023 11:36:14 am
Last Seen: May 18, 2023 02:04:53 am

Q1. **Name** not answered

Q2. **Street address** not answered

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 28
Login: Registered
Responded At: May 18, 2023 14:40:34 pm
Last Seen: May 18, 2023 04:39:25 am

Q1. **Name** [redacted]

Q2. **Street address** Lanark Avenue, Mitchell Park

Q3. **Do you cycle?** Yes, Daily along this route.

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Neutral

Q5. **Comments**

I support the proposed route from the north along West St and Percy Ave. I am concerned by both the alignment and treatments from Percy Avenue to the Southern Extent of Stage 3. The alignment diverts cycle traffic from the current route of the Mitchell Park bicycleway along Renown Ave and Bradley Grove to a longer route. Anecdotally, I see much of the bicycle traffic pass along Bradley Grove and then Access the Mitchell Park side of the alignment. Has the possibility of connectivity being maintained along Renown Ave been explored? There is an existing uninterrupted corridor along Furner Road and Kirra Avenue which could connect to the existing greenway at Alawoona Avenue Reserve, however this removes connectivity with the section through Tonsley Village. Connectivity at the norhtern end could be maintained using the wide footpath along the northern end of Bradley Grove and the short section of Celtic Ave. Alternatively, to accommodate users from this side of the railway line, could connectivity between Sampson Road and Arnold Dr/David Ave be provided to provide access to the Marino Rocks Greenway near Daisy Avenue. Currently there is no access for cyclists between the northern and southern parts of Mitchell Park, is there any good reason to maintain this separation? I suspect without this, a significant amount of cyclists including myself will continue to use Renown Ave and Bradley Grove. Renown Avenue is currently a less than ideal environment for cyclists, particularly at the intersection with Celtic Ave as cars park too close to the intersection. Otherwise the alignment is quite good and completes the badly needed northern pedestrian connection into the Tonsley precinct.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

Treatment is suitable but comments about the alignment being less than ideal remain.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

Treatments along the southern portion of Windsor Avenue are suitable but comments about the alignment being less than ideal remain.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Somewhat support

Q13. **Comments**

Has modelling of impacts to traffic flows along Windsor Ave been undertaken? Currently traffic is calmed by Scottish & Australian Ave having priority along here requiring vehicles to give way. Removal of this may encourage traffic that is currently using Walker and Renown avenues (Or South Rd) to use Windsor Avenue instead. This may increase the attraction for traffic to use Daws/Hendon/Windsor to access Celtic Ave instead of South Road.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

Strongly support this treatment although consideration needs to be given to safety of cyclists in the Beaumont/English/Renown intersection area given this becomes very busy at school drop off time and cyclists will have to cross turning traffic. This is particularly important given I expect that a volume of cyclists will continue to use Renown Ave to access Bradley Grove, and will be required to turn across traffic displaced from Percy Ave.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Option 2 would be preferable to Option 1 along West St given the traffic volumes and car parking along this street, however I expect that residents will be resistant to the loss of parking due to full time cycle lanes unless alternatives are provided. An effective compromise may be extended part time cycle lane operation. The road would benefit from improvements in the condition of the bicycle lane.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

The interface with the Marino Rocks greenway is currently one of the most hazardous parts of the alignment under existing conditions. The proposed treatment is a good solution provided that an active pedestrian crossing is provided on the southern side of Adelaide Tce as the existing mazes are challenging to navigate with a bicycle. Given recent fatalities at this location, installation of active crossings should be considered regardless. Consideration to widening the existing median island could be given as a standard length bicycle currently overhangs into the traffic lane.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 29
Login: Registered
Responded At: May 18, 2023 17:01:17 pm
Last Seen: May 18, 2023 07:20:00 am

Q1. **Name** [redacted]

Q2. **Street address** not answered

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely do not support

Q5. **Comments**

This alignment does not align with the requirement for a simple, safe and inclusive mixed use path that can be enjoyed by all members of the community. This alignment is complicated and not attractive for new cyclists and does not promote the council as an advocate for active transport. This alignment is not a 'greenway', rather the treatment that is more appropriate for a second or third order cycling route.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

These treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

I support option 2.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

For a trust greenway, the alignment should continue adjacent to the train line to promote active transport in the council. This may present additional financial costs (which should be offset with state and federal funding), but the current convoluted alignment is not appropriate.

Respondent No: 30
Login: Registered
Responded At: May 19, 2023 08:53:12 am
Last Seen: May 18, 2023 23:19:38 pm

Q1. **Name** not answered

Q2. **Street address** not answered

Q3. **Do you cycle?** No but I walk the path past Tonsley and up to Flinders Train Station weekly.

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

I'm always disappointed when I get to the train crossing at Alawoona and have to take the uneven footpaths and sometimes roads to continue my journey. It would be great to have a continuous stretch

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Two way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

A great initiative!

Respondent No: 31
Login: Registered
Responded At: May 19, 2023 19:08:10 pm
Last Seen: May 11, 2023 10:29:49 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Bindarra Road Brighton SA 5048

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Option 2 preferred

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

Respondent No: 32
Login: Registered
Responded At: May 19, 2023 21:04:03 pm
Last Seen: May 19, 2023 11:11:02 am

Q1. **Name** [redacted]

Q2. **Street address** Deepdene Ave

Q3. **Do you cycle?** Yes, I would do more if it was safer

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Somewhat support

Q5. **Comments**

Is there an option to pop out directly onto Windsor Ave? Cohen act is kinda sketchy with all the public housing

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

Parking needs to be removed on Windsor Ave between Celtic and Tudor, traffic is so incredibly congested here, if you throw more bikes down here without removing parking you are asking for trouble.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

Parking needs to be removed from Celtic Ave to improve sighting. There are far too many park cars which makes it difficult to see.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

Traffic calming needs to be done on the side streets (Australian, Scottish, etc) on approach. Please consider installing a speed bump or two on the immediate approach to the intersections please

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

This will improve safety greatly. No reason to not do this.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

This will improve safety here greatly

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Option 2. Parking along this road needs to be removed 24/7. Without this restriction it will be pointless

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

It is possible for the council to petition for a pedestrian actuated crossing (signals) to be installed at this railway crossing, it is near impossible to cross the road here. Often have the wait up to 10 minutes for a train to active the gates for traffic to stop.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Something needs to be done about traffic driving on the wrong side of the road on Adelaide Tce when the train crossing is down. Something like a permanent klemfix with posts should be installed. There are endless near misses with bikes and peds here. Both sides of the tracks

Respondent No: 33
Login: Registered
Responded At: May 21, 2023 08:25:59 am
Last Seen: May 20, 2023 22:52:22 pm

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Woodlands Tce

Q3. **Do you cycle?** no

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely do not support

Q5. **Comments**

I will put this comment for the entire project - SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely do not support

Q7. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely do not support

Q9. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely do not support

Q11. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely do not support

Q13. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Neither

Q15. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely do not support

Q17. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely do not support

Q19. **Comments**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Somewhat support

Q21. **Comments**

Because this is running the bike path along the BLOODY RAILWAY LINE

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Respondent No: 34
Login: Registered
Responded At: May 21, 2023 15:28:48 pm
Last Seen: May 21, 2023 05:57:06 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Morris Street

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

not answered

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Fully support the proposal.

Respondent No: 35
Login: Registered
Responded At: May 21, 2023 17:42:03 pm
Last Seen: May 21, 2023 07:14:57 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Australian Avenue, Clovelly Park

Q3. **Do you cycle?** Have been riding bicycles for79 years

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

The proposed bikeway will solve some of the difficulties in bicycle riding in the area. The area at the western end of English Avenue can be very difficult to negotiate with parents dropping their children off at start and end of school. There are insufficient drop off bays within the college grounds and cars back up into Scottish Avenue as far as Renown Avenue waiting for a bay to come free. This is a real problem for cyclists. The treatment at the 6th Avenue Road crossing is quite hazardous for cyclists, particularly when trains cause the boom gates to be down. Traffic comes from six roads at this crossing and builds up substantially causing real hazards for cyclists. The proposed redesign will give cyclists a safer place to wait until a safe time arrives to cross Sixth Avenue / Dunorlan Road. The refuge in the middle of the road is currently difficult to negotiate with a sharp right hand turn required when travelling towards the city. Consideration should be given to upgrading this refuge by widening it and providing protection from vehicles passing through. The grab rails are regularly hit by motor vehicles and improved mechanical protection for cyclists would be welcome. I support changing the give way situation at Australian Avenue and Scottish Avenue so that cycles travelling along Windsor Avenue have a clear right of way. Although this will disadvantage me as a resident of Australian Avenue it may discourage the through traffic that travels down our street (Rat-runners).

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

Helps to warn motorists to look out for cyclists.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

The road hump and cyclist bypass works well in the Unley Council area. although if residents park their cars too close to the Cyclist Bypass, they can be difficult to access.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

Helps to make motorists aware cyclists.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

See earlier comment.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

A difficult situation. See previous comments

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

Residents of West Street will not be happy. They campaigned when cycling lanes in both directions were initially introduced and succeeded in getting parking restrictions applying to only one side of the road in mornings or evenings.

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

A great idea for a difficult and dangerous section of road.

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

As a keen cyclist, I am 81 years old and still cycling I would like to be kept informed about detailed design of this Greenway,

Respondent No: 36
Login: Registered

Responded At: May 22, 2023 08:53:12 am
Last Seen: May 21, 2023 23:17:25 pm

Q1. **Name** [redacted]

Q2. **Street address** [redacted]

Q3. **Do you cycle?** Yes

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely support

Q5. **Comments**

The sooner the better!

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Definitely support

Q7. **Comments**

not answered

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely support

Q9. **Comments**

not answered

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely support

Q11. **Comments**

not answered

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level Definitely support

Q13. **Comments**

not answered

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** One way

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level Definitely support

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level Definitely support

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level Definitely support

Q21. **Comments**

More off road would be great but probably impossible if there are houses on both sides

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

Good lighting is desirable especially where the dedicated paths have tree roots emerging. Is it possible to have lights that come on when someone approaches rather than on the whole time (avoiding light pollution). Good to see our council moving ahead.

Respondent No: 37
Login: Registered
Responded At: May 22, 2023 10:47:08 am
Last Seen: May 22, 2023 00:26:54 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted]Windsor Ave, Clovelly Park

Q3. **Do you cycle?** This is not relevant

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level Definitely do not support

Q5. **Comments**

You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, Beaumont or Percy to Daws Rd.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level Neutral

Q7. **Comments**

I don't agree with the proposal as a whole.

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level Definitely do not support

Q9. **Comments**

This will make the road very narrow. In addition, this type of flat top road hump are noisy.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level Definitely do not support

Q11. **Comments**

Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely do not support

Q13. **Comments**

These side streets are already dangerous with issues people giving way. You should not change the priority as this is inconsistent with the other road in the area.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?**

Neither

Q15. **Comments**

This question is NOT clear. I don't support one way traffic.

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level: Neutral

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level: Neutral

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level: Neutral

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

You have not provided adequate time for consultation, you have not provided ease of people to respond to the consultation. Sending out flyer in the letter box with a website or QR code are inadequate options for notifying people. Especially those without internet access or difficulties using the internet. The flyer is dated 1 May but was not put in my letter box until the week of 8 May. The signage bout consultation only went up even later than that, last week!Even the online information is hard to navigate and the proposals are not clear. You have not made it clear what effect this will have on parking, etc, in the area.

Respondent No: 38
Login: Registered
Responded At: May 22, 2023 16:06:13 pm
Last Seen: May 22, 2023 06:27:52 am

Q1. **Name** [redacted]

Q2. **Street address** [redacted] Essex Ave, Clovelly Park

Q3. **Do you cycle?** irrelevant

Q4. **Do you support the alignment of the proposed Flinders Greenway?**

Support level: Definitely do not support

Q5. **Comments**

You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, Beaumont or Percy to Daws Rd.

Q6. **Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?**

Support level: Neutral

Q7. **Comments**

Don't support the proposal as a whole

Q8. **Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass & Sharrows) (South of Celtic Avenue)?**

Support level: Definitely do not support

Q9. **Comments**

This will make the road very narrow. In addition, this type of flat top road hump are noisy.

Q10. **Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?**

Support level: Definitely do not support

Q11. **Comments**

Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.

Q12. **Do you support the proposed cycling treatment (Give Way Intersection – Priority Change & Sharrows) for Windsor Avenue (North of Celtic Avenue)?**

Support level: Definitely do not support

Q13. **Comments**

These side streets are already dangerous with people giving way. You should not change the priority as this is inconsistent with the other road in the area.

Q14. **Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?** Neither

Q15. **Comments**

not answered

Q16. **Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?**

Support level: Neutral

Q17. **Comments**

not answered

Q18. **Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street?**

Support level: Neutral

Q19. **Comments**

not answered

Q20. **Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?**

Support level: Neutral

Q21. **Comments**

not answered

Q22. **Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?**

not answered

8 Deputations - Nil

9 Petitions - Nil

10 Committee Recommendations

10.1 Confirmation of Minutes of the Special Finance, Risk and Audit Committee Meeting held on 20 June 2023	
Report Reference	GC230725R10.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

The purpose of this report is to facilitate the receiving and noting of the minutes of the Special Finance, Risk and Audit Committee meeting held on 20 June 2023.

EXECUTIVE SUMMARY

A summary of items considered by the Committee Members is noted below.

Reports for Discussion

- 3rd Budget Review
- Results of the Bi-Annual Performance and Effectiveness Review of the Finance, Risk and Audit Committee
- Internal Audit – Implementation of Recommendations Review

Reports for Noting

- Business Continuity Annual Report 2022-23
- Service Review / Process Improvement Program
- Work Health and Safety Management System Annual Report

RECOMMENDATION

That Council:

1. **Receives and notes the minutes of the Special Finance, Risk and Audit Committee meeting held on 20 June 2023.**
2. **Notes that separate reports will be brought to Council for consideration of any recommendations from the Finance, Risk and Audit Committee.**

ATTACHMENTS

1. SFRA C 230620 - Final Public Minutes [**10.1.1** - 10 pages]

Minutes of the Finance, Risk and Audit Committee held on Tuesday, 20 June 2023 at 2.00 pm Council Chamber, Council Administration Centre 245 Sturt Road, Sturt

PRESENT
Mrs Emma Hinchey (Chair)
Mr Josh Hubbard
Councillor Jason Veliskou
Councillor Jayne Hoffmann

APOLOGIES
Ms Nicolle Rantanen
In Attendance

Chief Executive Officer - Tony Harrison
General Manager City Services - Ben Keen
General Manager Corporate Services - Angela Allison
General Manager City Development - Tony Lines
Manager Office of the CEO - Kate McKenzie
Unit Manager Governance and Council Support - Victoria Moritz
Unit Manager Strategy and Risk - Maddie Frew
Mr Eric Beere – Partner, KPMG
Ms Samantha Siziba – Manager, KPMG

1 Open Meeting

The Chair opened the meeting at 2.05pm.

2 Kaurna Acknowledgement

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)

The Chair asked if any member wished to disclose an interest in relation to any item being considered at the meeting

- Nil interests were disclosed.

4 Confirmation of Minutes

4.1 Confirmation of Minutes of the Finance, Risk and Audit Committee Meeting held on 16 May 2023

Report Reference SFRAC230620R4.1

Moved Councillor Veliskou **Seconded Councillor Hoffmann**

That the minutes of the Finance, Risk and Audit Committee Meeting held on 16 May 2023 be taken as read and confirmed.

Carried Unanimously

5 Business Arising – Nil

6 Confidential Items

6.1 Cover Report - Marion Administration Centre Internal Fit-out Project - Section 48

Report Reference SFRAC230620F6.1

Moved Councillor Veliskou **Seconded Councillor Hoffmann**

That pursuant to Section 90(2) and (3)(b) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Manager City Property, Unit Manager Property Strategy & Delivery, Manager Enterprise Management Office, Unit Manager Governance and Council Support, be excluded from the meeting as the Council receives and considers information relating to Marion Administration Centre Internal Fit-out Project – Section 48, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information including financial figures and concept designs.

Carried Unanimously

2.06pm the meeting went into confidence

Moved Mr Hubbard **Seconded Councillor Veliskou**

In accordance with Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that this report, Administration Centre Internal Fit-out Project – Section 48, any appendices and the minutes arising from this report having been considered in confidence under Section 90(2) and (3)b) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential and not available for public inspection for a period of 12 months from the date of this meeting. This confidentiality order will be reviewed at the General Council Meeting in December 2023.

Carried Unanimously

2.43pm the meeting came out of confidence

6.2 Cover Report - Quarterly Incident and Claims Report

Report Reference SFRAC230620F6.2

Moved Councillor Veliskou **Seconded Mr Hubbard**

That pursuant to Section 90(2) and (3)(i) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Chief Financial Officer, Unit Manager Strategy and Risk, Risk Business Partner - Insurance and Claims and Unit Manager Governance and Council Support be excluded from the meeting as the Council receives and considers information relating to Quarterly Incident and Claims Report, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to ongoing litigation.

Carried Unanimously

2.43 pm the meeting went into confidence

Moved Councillor Veliskou **Seconded Mr Hubbard**

In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the appendices and minutes arising from this report, Quarterly Incident and Claims Report, having been considered in confidence under Section 90(2) and (3)(i) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential and not available for public inspection for a period of 12 months from the date of this meeting. This confidentiality order will be reviewed at the General Council Meeting in December 2023.

Carried Unanimously

3.09pm the meeting came out of confidence

7 Reports for Discussion

7.0 3rd Budget Review 2022/2023

Report Reference SFRAC230620R7.0

The Committee received and noted the 3rd Budget Review 2022/2023 and provided the following comments:

- The Committee commented on the projection for the financial year given we are almost at the end of the reporting period, and queried whether Management were comfortable they had captured the price escalation appropriately, and how close the estimates are to the final figures. Management confirmed they continued to review the expenditure around capital works with continual updates from relevant teams. There are some carryovers that management are aware of relating to the purchasing of fleet and Coastal Walkway and potentially some additional carryover relating to capital works projects that are being monitored, noting the final financial position cannot yet be determined. Based on the targets so far, it appears the overall budget will come in within the financial targets.
- The Committee discussed and confirmed the reporting of the accumulated surplus as a legislative requirement and with the third budget review and end of reporting period is expected to be $448,601.

- Management commented they are pleased to be operating within budget for two consecutive years while maintaining low rate rises in a challenging economic environment with high inflation.
- The Committee discussed the revised capital budget with management, confirming the increase was predominantly due to the purchase of land in Park Holme with a plan to return this to open space. Management commented this is in line with Council's Strategy where opportunities present to work on increasing open space within 500m of residential property.
- The Budgeted Funding statement was discussed, with the Committee seeking clarification on the additional funding of $1.3m in contractual services. Management commented this is a result of expenditure associated with additional grants received during the financial year post the budget being set including grants for positive aging and resilient south. In addition, a reclassification was required from capital to operating and from materials to contractual services to ensure this sits in the correct category.
- The Committee queried the $1.4m sitting in borrowings with Management confirming it will only borrow if it needs to, depending on any grants received.

Moved Councillor Veliskou **Seconded Councillor Hoffmann**

That the Finance, Risk and Audit Committee:

1. Note the 3rd Budget Review position and revised budgeted statements including the Income Statement, Balance Sheet, Statement of Changes in Equity and Statement of Cash Flows.

Carried Unanimously

7.2 Results of the Bi-Annual Performance and Effectiveness Review of the Finance, Risk and Audit Committee

Report Reference SFRAC230620R7.2

Manager Office of the CEO introduced the item commenting that the Committee is operating well with the survey results returning either 'strongly agree' or 'agree' responses. There were some 'disagree' responses, however, it was noted these were from different respondents and not the same person. There are some opportunities identified including the structure of the agenda and meetings to ensure it aligns with the Committee's Terms of Reference and is manageable. It was noted the Terms of Reference may need to be reviewed to include changes to the service review program.

The Committee provided feedback from a council member perspective, noting the value of additional training to enable all individuals to provide input during the meetings. It was noted that Councillor Hoffmann is participating in the Australian Institute of Company Directors Course in August which will provide valuable skills and experience to share with the Committee.

The Chair commented that she has scheduled meetings with both the CEO and Mayor to continue to engage with Council and Management and invited any of the Committee Members to discuss any elements of the survey offline if they desired. In addition to the opportunities raised, it was suggested that a further report be brought through to the Committee outlining the legal duties of the individual members, and of the Committee itself.

Action: A report be brought back to the Committee highlighting the legal responsibilities and duties of individual members and of the Committee.

Moved Mr Hubbard **Seconded Councillor Hoffmann**

That the Finance, Risk and Audit Committee:

1. Review the results of the Performance and Effectiveness Review for 2023 and notes the following improvements to be implemented over the next two years:
    a. Review and determine oversight from the Committee of the revised Service review Program.
    b. Structuring of the Agenda and Meeting Schedule to ensure it aligns with the Committee's Terms of Reference and is manageable within the allocated meeting time
    c. Review of the Committees legal duties and obligations.

Carried Unanimously

Order of Agenda Items

The Chair sought and was granted leave of the meeting to vary the order of the Agenda and consider the item *7.3 Internal Audit – Implementation of Recommendations Review* at the end of the meeting.

8 Reports for Noting

8.1 Business Continuity Annual Report 2022-23

Report Reference FRACYYMMDDR8.1

The Committee noted the Business Continuity Annual Report 2022-23 and provided the following comments:

- The Committee discussed the next exercise, with management confirming this was scheduled for Wednesday 28 June and will be based on a storm event. The decision was made to take the training back to basics considering the large staff turnover over recent years and since the last training. The focus will be on the BCP plan and roles and responsibilities of the IMT, followed by a scenario exercise. The External Facilitator will be providing a report that will also be brought back to the Committee for review and discussion.
- The Committee noted it was good to see the focus back on the BCP, however still expressed some concerns around the recovery from a cyber-attack suggesting this is prioritised to ensure the organisation is ready to recover when this occurs. Management confirmed this was on the radar with the team hoping to organise another exercise in six months to continue the momentum.

Moved Councillor Hoffmann **Seconded Mr Hubbard**

That the Finance, Risk and Audit Committee:

1. Notes the report.

Carried Unanimously

8.2 Service Review / Process Improvement Program

Report Reference SFRAC230620R8.2

The Committee noted the Service Review / Process Improvement Program and provided the following feedback:

- The Committee noted the requirement for resourcing to continue in this space which had been a challenge. Management commented the previous service review program ceased 12 months ago noting the structure of the program no longer met the organisation's needs. Management have endorsed a revised program and will introduce the Lean Six Sigma across the organisation. The first round of training has taken place predominantly with ELT and SLT. Following the first cohort, a pause is now in place to ensure the governance arrangements and supporting framework are in place. This pause also allows a touch point to ensure the staff who have undertaken the training are confident in using the tools and skills they have learnt. The second group is scheduled for August.
- The Committee discussed the work that had previously been done on the service reviews to ensure this is not lost as there is some good work that has been done. Management agreed and noted they are not opposed to re-visiting some of the previous reviews given they will contain base line data which can be used to see what has changed and any further opportunities for improvement. The Committee further queried the status of the outstanding actions and how these were being followed up or closed out.
- Management commented they have undertaken an exercise in mapping change projects across the organisation with 80 projects being identified ranging from small to significant. ELT will be considering a report in the coming weeks to further consider these results and determine key elements for a deeper dive to better identify benefits / program gaps etc, and to lift the organisation.
- Management noted the significant introduction of governance practices across the organisation on a daily, weekly, monthly basis which has changed the culture of the organisation ensuring this is embedded in business-as-usual practices. The Performance Organisation Review meets monthly to review up to 60 sets of data to continually analyse the performance of business.

Action: A report be brought back to the Committee detailing the status of any outstanding actions from previous Service Reviews and how these are being followed up and closed out.

Moved Councillor Veliskou **Seconded Councillor Hoffmann**

That the Finance, Risk and Audit Committee:

1. Notes the report.

Carried Unanimously

8.3 Work Health and Safety Management System Annual Report

Report Reference SFRAC2306208.3

The Committee noted the Work Health and Safety Management System Annual Report and provided the following comments:

- There are a lot of organisations looking at similar elements and suggested collaborating with externals such as State and Federal Government as well as private organisations to achieve outcomes in an efficient and effective manner.
- Management agreed and commented they are working closely with their counterparts across different local government organisations to collaborate on this work.
- The Committee queried the due dates for some items and whether there were any risks in completing this on time. Staff advised there is a plan in place to address many of the items through the audit program and this will address key risks. Due to staff resourcing, they are currently 1 month behind, however, expect to be back on track by mid-July and are not concerned about meeting these timeframes.
- The Committee noted the format of reporting had changed and noted it was difficult to see what the progress was against the plan and LGRS. Management confirmed some business-as-usual elements had been take out with progress now sitting at 21%, staff were confident this would be 50% by the end of the month and on track for 100% completion by the end of the September reporting period, confirming that actions with 3 or elements are not marked as complete unless all items are marked complete.

Moved Councillor Hoffmann **Seconded Mr Hubbard**

That the Finance, Risk and Audit Committee:

1. Note this report

Carried Unanimously

Moved Mr Hubbard **Seconded Councillor Hoffmann**

That the meeting be adjourned for a period of 5 mins

3.52pm meeting adjourned
3.54pm meeting resumed

7.3 Internal Audit - Implementation of Recommendations Review

Report Reference SFRAC230620R7.3

Mr Eric Beere and Ms Samantha Siziba from KPMG were present for the item.

Mr Beere introduced the item and provided a summary of the Internal Audit – Implementation of Recommendations Review. It was noted this was an additional audit undertaken during 2022/23. The scope of the review was to spot check the implementation of recommendations from the past few years internal audit plan with a focus on the audit findings that were rated high.

The following discussion points were noted:

- There were 52 agreed actions selected for testing and of these 10 items were considered overdue. The predominant reason for this resulted from resource challenges and items with collaborative findings.
- It was noted that staff are working hard on improvements to recommendations to ensure they are practical and measurable. Staff are aware of actions with high-risk items being addressed in a timely manner. Low risk items are still being addressed; however, these are also being prioritised with business needs and priorities.
- The Committee queried if Management were comfortable there was a structured process to ensure recourses were focussed appropriately with both KMPG and Management confirming they are comfortable with the status given the recent major review of the recommendations by the Executive Team. It was noted there was also a change in how overdue recommendations were being reported with these items now remaining overdue and will also include a due date. Management is confident we will see a lot of the items closed out within the next 12 months.
- The Committee commented on the status of the Stakeholder Management Recommendations with Management confirming this had been delayed due to resourcing challenges and business priorities, however the Framework is currently being developed and is on the radar.
- The Committee queried Finding 9 relating to Community Consultation methods that require further enhancement to address accessibility and diversity and how this was being addressed. Management commented this would be picked up through the next update, noting this was an evolving space, not just relating to reading material but other methods of engagement as well.
- The Committee noted that the audit confirmed that all actions that have been declared completed and closed by Management have been closed appropriately. The Committee noted that this is an excellent result and gives confidence in the processes and procedures in place to respond effectively and appropriately to audit findings.

Moved Councillor Veliskou **Seconded Mr Hubbard**

That the Finance, Risk and Audit Committee:

1. Notes the report.

Carried Unanimously

9 Workshop / Presentation Items – Nil

10 Other Business – Nil

11 Meeting Closure

The meeting was declared closed at 4.09pm.

CONFIRMED THIS 15 DAY OF AUGUST 2023

_____

CHAIRPERSON

11 Corporate Reports for Decision

11.1 LGA Annual General Meeting 2023 - Call for Items of Business	
Report Reference	GC230725R11.1
Originating Officer	Mayor Executive Assistant – Leanne Mitchell-Williams
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

The purpose of this report is to consider Notice of Motions for forwarding to the Local Government Association (LGA) for consideration at the LGA Annual General Meeting (AGM) 2023 and to nominate a voting delegate.

EXECUTIVE SUMMARY

Member councils are invited to submit proposed items of business to be considered by SAROC, GAROC or the LGA Board of Directors for inclusion on the agenda of the General Meeting.

The LGA AGM will be held on Thursday 26 October 2023 at a venue yet to be confirmed.

In order for items of business to be considered for the AGM, proposed items must be received by the LGA no later than ***Friday 4 August 2023.***

No proposed motions have been received by Council Members however, the on motion has been suggested by Administration for Council consideration **(Attachment 1)**:

1. SAPN Dispute Regarding Tree Management

Any Council Member can attend the LGA AGM, but Council must have a voting delegate determined by Council resolution. The current voting delegate for the LGA AGM is Mayor Kris Hanna and Deputy Mayor Raelene Telfer was proxy. Traditionally the proxy is the Deputy Mayor. Council will need to determine the voting delegates and advise the LGA accordingly.

RECOMMENDATION

That:

1. **The nominated Council Voting Delegate for the 2023 Local Government Association Ordinary General Meeting is Mayor Kris Hanna and the Proxy Delegate for this meeting is Deputy Mayor Raelene Telfer.**
2. **Notes the report *LGA AGM 2023 – call for items of business* and endorses the following motion to be submitted to the Local Government Association for consideration:**
    a. **SAPN Dispute Regarding Tree Management (Attachment 1)**

DISCUSSION

The LGA has released a call for items of business for the LGA AGM in October 2023. In preparation for the meeting, the LGA has advised Councils of the following information:

Items of Business

The purpose of the AGM is to consider items of strategic importance to local government and the LGA, as recommended by South Australian Region Organisation of Councils (SAROC), Greater Adelaide Region Organisation of Councils (GAROC) or the LGA Board of Directors.

Member councils may at any time throughout the year proposed an item of business for a General Meeting. To submit a proposal Council needs to complete the LGA AGM – Proposed Item of Business form**.** Proposals should be accompanied by sufficient supporting information to assist SAROC, GAROC and the Board of Directors to make informed decisions and recommendations. Councils are encouraged to discuss proposed items of business with the LGA secretariat prior to being submitted. It is at the discretion of Council whether to refer an item to GAROC or the Board of Directors.

In order for items of business to be considered for the AGM, proposals must be received by the LGA no later than Friday 4 August 2023. All proposed items will then be considered by either SAROC, GAROC or the LGA Board of Directors and must be approved by them for inclusion in the agenda for the AGM. The agenda will be provided to councils at least 20 days prior to the meeting.

It is suggested that upon resolving to submit any items of business to the LGA, the Chief Executive Officer be authorised to amend the wording (without changing the meaning or purpose of the motion) if required.

Council Members were advised via email on 29 June 2023 and subsequently reminded on 5 July 2023 of the Call for proposed items and were asked to submit any items for consideration to Administration by 12 noon 7 July 2023. No motions were received by this date.

Administration is recommending the submission of one motion. **Attachment 1** includes draft motion on the SAPN Dispute Regarding Tree Management.

Voting Delegate

At the City of Marion, historically the Mayor has been the Voting Delegate and the Deputy Mayor has been the proxy unless they have been unable to attend the meeting. Pursuant to Rule 36 of the LGA Constitution, only persons who are Council Members are eligible to be a Voting Delegate, therefore all Council Members are eligible to be the Voting Delegate or Proxy.

The current Voting Delegate is Mayor Hanna and the previous Proxy was Deputy Mayor Raelene Telfer. Unless contrary advice is provided to the LGA, the above-nominated Voting delegate will remain Mayor Hanna. Council will need to determine a Proxy. Councils may appoint new voting delegates by notifying the LGA via the Voting Delegate Form **(Attachment 2).**

In Summary

- Proposed items of business are due to the LGA by Friday 4 August 2023.
- Advise of Voting Delegates.

ATTACHMENTS

1. LGA General Meeting Proposed Item of Business form [**11.1.1** - 2 pages]
2. Notification of appointment of Council Delegate Form [**11.1.2** - 1 page]

Local Government Association of South Australia

The voice of local government.

LGA General Meeting – Proposed Item of Business

The purpose of this form is to request consideration by SAROC, GAROC or the Board of Directors of an item of business to be included on the agenda of an LGA General Meeting - refer Clause 16.3.1 of the LGA Constitution. Prior to submitting a proposed Item of Business, please refer to the Considering Proposed Items of Business for LGA General Meetings Guidelines.

Please return Word version of completed form to lgasa@lga.sa.gov.au.

Council Name	City of Marion
The body the item is being referred to	Board of Directors GAROC
Subject of the proposed item of business	SAPN Dispute Regarding Tree Management
Proposed motion for the General Meeting	That the Annual / Ordinary General Meeting requests the LGA to support with coordination and advocacy to reconcile the Electricity Regulations, which suppress canopy coverage, with the state government targets set to increase canopy coverage.
Supporting information *Provide a summary of the issue(s), relevant background information, description of the impact on the sector and evidence that this is an item of strategic importance to local government.*	City of Marion has been in protracted negotiations with SA Power Networks regarding the retention of street trees that are not compliant with the *Electricity (Principles of Vegetation Clearance) Regulations 2021*. SAPN has been resolute in their position that they require the trees be removed or that Council bear the cost for pruning them to a point where they will lose a lot of their value. This is of particular concern to us as Marion has some of the hottest and lowest-canopy cover suburbs in Adelaide. We understand that the LiDAR tree canopy mapping due to be released by the state government shortly will reveal substantial decline in canopy in Marion and across greater Adelaide and we struggle to reconcile the Electricity Regulations, which suppress canopy, with the targets that the state government has set to grow it. This is an issue which impacts all local governments, and which would benefit from increased coordination and advocacy from the Local Government Association. We would appreciate any assistance you are able to provide to achieve the best result for our residents.
LGA Policy Manual *Does this item require a change to the LGA Policy Manual (new policy or amendment to existing policy)?*	(please click here to view the LGA Policy Manual)
LGA Strategic Plan reference	(please click here to view the 2021-25 LGA Strategic Plan)

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	2.3 Councils are engaged in addressing sector wide priorities, including local government reforms and achieving greater financial sustainability.
Council Contact Officer submitting form	Kate McKenzie, Manager Office of the CEO Kate.mckenzie@marion.sa.gov.au 8375 6625
Council Meeting minute reference and date of meeting	General Council Meeting – 25 July 2023
Date submitted to LGA	

Please return Word version of completed form to lgasa@lga.sa.gov.au.
Refer to LGA Latest News in respect to deadlines for upcoming General Meetings.

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Notification of Appointment of Council Delegate

Pursuant to Clause 12 of the LGA Constitution a Delegate must be a council member of the Ordinary Member appointing him or her, both when appointed and at the General Meeting when acting as delegate.

The purpose of this form is to notify the LGA of a change to council's appointed delegate on the LGA's Register of Voting Delegates.

Council Name	*City of Marion*
Council Delegate	Mayor – Kris Hanna
Name and Signature of Chief Executive Officer	*Tony Harrison* *(signature here)*
Date	*25/07/2023*

Please return completed form to lgasa@lga.sa.gov.au.

If the council's registered delegate is unable to attend a General Meeting then a temporary delegate may be appointed for that one meeting only by submitting a *Notification of Appointment of Substitute Council Delegate* form available on the LGA website.

11.2 Section 270 Review - Coastal Walkway - Final Report	
Report Reference	GC230725R11.2
Originating Officer	Manager Office of the Chief Executive – Kate McKenzie
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

For Council to consider and endorse the Section 270 Review completed by Norman Waterhouse on the Coastal Walkway Project.

REPORT HISTORY

Report Reference	Report Title
GC221213R11.8	Section 270 Internal Review of Decision - Coastal Walkway

EXECUTIVE SUMMARY

The City of Marion has received a request from a resident for an internal review of the decision relating to the process of community engagement and safety considerations regarding the coastal walkways. The resident has also raised a grievance regarding the placement of a viewing platform that has been proposed near their residence.

Management worked with the resident to define the scope of the review and at its meeting of 13th December 2022, Council resolved to appoint an independent person to complete the review. The reviews scope was defined as:

- The process regarding the decision to remove beach access near their property and that residents were not properly consulted regarding this decision.
- The proposed building of infrastructure (being a seated viewing platform) being too close to their property which will impact on their privacy.
- Public submissions with personal details were published on the Making Marion website which breached their privacy.
- Concerns about the location of the footpath being relocated to adjacent to the road and with the gradient of the driveways and narrow street, this will create a safety hazard for vehicles and pedestrians.

A preliminary report was provided to the resident on Friday 5th May 2023 and was provided two weeks to provide comment on the preliminary report before it was to be finalised and submitted to Council. Since this time, two further extensions were granted to the resident with the last extension concluding on Friday 30th June 2023. The resident has been in regular contact with the Council. On Monday 3rd July 2023, the resident was advised via the Manager, Office of the CEO and Norman Waterhouse that the report would be finalised and presented to Council on the 25th July 2023, unless a formal response was received during this period. Some information was submitted to Council on Wednesday, 12th July and clarification was sought regarding if this information was intended to be his submission. A submission in response to the preliminary report was then submitted to Council Monday, 17 July 2023. Norman Waterhouse have considered this submission and finalised their report which is included in **Attachment A**.

RECOMMENDATION

That Council:

1. **Notes the recommendations with the Section 270 Internal Review completed by Norman Waterhouse Lawyers regarding the Coastal Walkway.**
2. **Advises the Applicant of the outcome of the review including that:**
    a. **The decisions and actions of Council are lawful,**
    b. **Council ought not have published personal information and apologises for the error**
    c. **The process regarding the decision to remove beach access near the Property and the consultation with residents was appropriate**
    d. **The viewing platform will not unreasonably impact on the Applicant's privacy**
    e. **The location of the footpath does not create a safety hazard for vehicles and pedestrians;**
    f. **The Decision balances the needs, interests, and aspirations of the Applicant and those of other individuals and groups in the community.**

ATTACHMENTS

1. Norman Waterhouse - Final Report [**11.2.1** - 350 pages]

Norman Waterhouse

THE CORPORATION OF THE CITY OF MARION

SECTION 270 REVIEW
FINAL REPORT

COASTAL WALKWAY

Felice D'Agostino
Norman Waterhouse Lawyers

1. **SECTION 270 APPLICATION**

1.1 The Council has received from [redacted] (**the Applicant**) a request pursuant to Section 270 of the *Local Government Act 1999* (**the LG Act**) for a review of decisions and actions of the Council in relation to aspects of the Council's project known as the Coastal Walkway Project (**the Review Application**).

1.2 The Council has engaged Norman Waterhouse to assist it with its consideration and determination of the Review Application.

2. **SECTION 270 LOCAL GOVERNMENT ACT 1999**

2.1 Section 270 of the LG Act requires the Council to, amongst other things:

2.1.1 develop and maintain policies, practices and procedures for dealing with complaints about the actions of the Council, employees of the Council or other persons acting on behalf the Council; and

2.1.2 establish procedures for the review of decisions of the Council, employees of the Council and other persons acting on behalf of the Council.

2.2 The then Ombudsman stated in 2011 in relation to complaint handling and internal reviews:

> *A commitment to effective internal complaint handling mechanisms is fundamental to sound governance and responsive program and service delivery. In my view agencies must value complaints as a means of strengthening and improving their relations with the public.*
>
> *…..*
>
> '*Internal review is a key accountability mechanism for local government. It enables people to test the merits of decisions that affect them.*'[1]

[1] Valuing Complaints: An Audit of Complaint Handling in South Australian Councils, November 2011, page 61.

2.3 The current Ombudsman has confirmed that in relation to reviews of decisions, Section 270 of the LG Act requires councils to consider the merits of the decision under review[2]. Accordingly, a review of a decision under Section 270 of the LG Act encompasses a review of the legality of the decision as well as whether the decision was the best or preferable decision.

2.4 A merits review requires all aspects of a decision to be reviewed and a determination to be made as to the correct and preferable decision. This may result in the Council affirming, varying or setting aside the original decision. All relevant evidence and information is considered, including any new evidence and information.

2.5 The Council may, pursuant to Section 270(4)(c) of the LG Act, refuse to consider an application for review if the Applicant does not have a sufficient interest in the matter.

3. DECISION

3.1 The scope of the Review Application[3] is as follows:

3.1.1 the process regarding the decision to remove beach access near the Property[4] and that residents were not properly consulted regarding this decision;

3.1.2 the proposed building of infrastructure (being a seated viewing platform) being too close to the property which will impact on the Applicant's privacy;

3.1.3 public submissions with personal details were published on the Making Marion website which breached the Applicant's privacy; and

3.1.4 concerns about the location of the footpath being relocated to adjacent to the road and with the gradient of the property's driveway and the narrow street, this will create a safety hazard for vehicles and pedestrians.

[2] Right of Review: An Audit of Local Government Internal Review of Council Decisions Procedure, November 2016, page 44.
[3] The scope of the Review Application was agreed with the Applicant. However, in his response to the Preliminary Report the Applicant has raised additional concerns that we have considered in this Final Report.
[4] The relevant property is owned by the Applicant's mother and the Applicant resides at his mother's property. Throughout this report a reference to the Property is a reference to the property in which the Applicant resides located at 21 The Esplanade Hallett Cove.

4. REVIEW - PROCESS

4.1 Process of Review

4.1.1 The Council's Complaints and Grievance Procedure (**the Procedure**)[5] provides that the Manager Office of the CEO may, on a needs basis, refer a matter to an independent investigator. The independent investigator may be a:

(a) consultant experienced in investigations and reviews;

(b) a lawyer within Council's legal services panel.

4.1.2 The Procedure provides as follows:

Standard Process for Investigation

The standard process for investigating a matter will include:

- Establish if the grievance can be determined within the Complaints and Grievance Policy and Procedure.
- Establish how the matter will be investigated and if a review panel needs to be formed or the matter be outsourced.
- Determine:
  - the scope of the review;
  - key decision makers/stakeholders in the process;
  - estimated time frame.
- Establish the facts including:
  - obtaining statements from stakeholders;
  - interviewing any relevant staff, elected members or the complainant Establishing legislative framework;
  - gathering facts and information.
- Prepare a Preliminary Report that includes:
  - details of the complaint;
  - scope of the review;
  - details of the investigation;
  - findings;
  - recommendations;

[5] Adopted 26 November 2019.

- The preliminary report will be reviewed for factual accuracy by staff and elected members involved in the grievance.

4.1.3 Our engagement is to consider the Review Application and prepare a report to assist the Council to make a decision in relation to the Review Application.

4.1.4 We have:

(a) reviewed the information referred to in clause 4.2.1 (a) – (c);

(b) met with the Applicant and conducted a site inspection;

(c) prepared a Preliminary Report;

(d) provided the Preliminary Report to the relevant Council officers to review for accuracy;

(e) provided the Preliminary Report to the Applicant and invited submissions;

(f) considered the Applicant's submissions on the Preliminary Report;

(g) prepared this Final Report.

4.2 **Documents and Information Considered**

4.2.1 We have considered the following documents and information:

(a) the Procedure;

(b) documents provided by the Council which are referred to in this report and attached at Appendix A;

(c) correspondence and documents provided to us by Mr Mitchell, copies of which are attached at Appendix B; and

(d) our observations of the location of the Property, the location of the walkway, the location of the bridge and viewing platform and the surrounding area made during our attendance on site;

(e) The Applicant's submissions on the Preliminary Report which are attached at Appendix C.

5. SUFFICIENT INTEREST

5.1 General Principles

5.1.1 Section 270(4) of the LG Act provides that the Council may refuse to consider an application for review if:

(a) the application is made by an employee of the council and it relates to an issue concerning his or her employment; or

(b) it appears that the application is frivolous or vexatious; or

(c) the applicant *does not have a sufficient interest in the matter.*

5.1.2 The Act does not define what 'sufficient interest' means in Section 270(4)(c).

5.1.3 In administrative law, the issue of whether a person has the right to bring proceedings challenging an administrative decision is referred to as 'standing'. Standing enables some applicants to access the Courts whilst other applicants are excluded from gaining access. Standing requirements apply at common law and can apply under legislation.

5.1.4 Some legislation enables any person to challenge a decision or make an application and other legislation limits the person who can challenge a decision or make an application. Standing rules seek to ensure that the most appropriate person to challenge the decision does so:

> '[T]he Courts should decide only a real controversy between the parties each of whom has a direct stake in the outcome of the proceedings.'[6]

5.1.5 In *Bateman's Bay Local Aboriginal Land Council v Aboriginal Community Benefits Fund Pty Ltd* (1998) 194 CLR 24, the High Court held that standing will accrue to a party seeking to enforce adherence

[6] *Onus & Alcoa of Australia Ltd* (1981) 149 CLR 277, Gibbs CJ at 35.

to any statutory provisions, if failure to comply with those provisions would adversely affect the party.

5.1.6 A general test as to what is a sufficient interest in any given case is that stated by Gibbs J in *Australian Conservation Foundation Inc v Commonwealth* (1980) 146 CLR 493, it is likely the applicant will have a sufficient interest if he or she is likely to gain some advantage if the action they have brought succeeds or suffer some disadvantage if it fails.

5.1.7 We consider it appropriate to interpret Section 270(4)(c) as a limitation on the persons who may seek a review of a decision under Section 270. We consider that limitation is similar to the rules of standing in administrative law. We consider interpreting Section 270(4)(c) in that way is consistent with the objects of the LG Act.

5.2 **The Applicant's Interest**

5.2.1 The Property is the last property located at the end of The Esplanade, Hallett Cove and diagonally across from Kurnabinna Gully. The matters within the scope of the Review Application relate to the interests of the Applicant and/or his mother which we consider are interests over and above the interests of other members of the public due mostly to the location of Property. On that basis, we are of the opinion the Applicant has a sufficient interest in the matters within the scope of the Review Application.

6. **RELEVANT LEGISLATIVE PROVISIONS AND COUNCIL POLICY**

6.1 **Local Government Act 1999**

6.1.1 Section 8 of the LG Act provides as follows:

> A council must act to uphold and promote observance of the following principles in the performance of its roles and functions -
>
> (a) provide open, responsive and accountable government;
> (b) be responsive to the needs, interests and aspirations of individuals and groups within its community;

(c) participate with other councils, and with State and national governments, in setting public policy and achieving regional, State and national objectives;

(d) give due weight, in all its plans, policies and activities, to regional, State and national objectives and strategies concerning the economic, social, physical and environmental development and management of the community;

(e) seek to co-ordinate with State and national government in the planning and delivery of services in which those governments have an interest;

(ea) seek to collaborate, form partnerships and share resources with other councils and regional bodies for the purposes of delivering cost-effective services (while avoiding cost-shifting among councils), integrated planning, maintaining local representation of communities and facilitating community benefit;

(f) seek to facilitate sustainable development and the protection of the environment and to ensure a proper balance within its community between economic, social, environmental and cultural considerations;

(g) manage its operations and affairs in a manner that emphasises the importance of service to the community;

(h) seek to ensure that council resources are used fairly, effectively and efficiently;

(i) seek to provide services, facilities and programs that are adequate and appropriate and seek to ensure equitable access to its services, facilities and programs;

(ia) seek to balance the provision of services, facilities and programs with the financial impact of the provision of those services, facilities and programs on ratepayers;

(j) achieve and maintain standards of good public administration;

(k) ensure the sustainability of the council's long-term financial performance and position.

6.2 Public Consultation Policy and Procedure

6.2.1 The Council has a public consultation policy and a public consultation procedure adopted pursuant to section 50 of the LG Act (referred to collectively as the PCP.

6.2.2 The PCP sets out the matters for which the Council is required by the LG Act to:

(a) conduct public consultation in a particular manner; and

(b) follow its public consolation policy adopted pursuant to section 50 of the LG Act.

6.2.3 The PCP provides as follows in relation to matters that do not fall within the matters specified in clause 6.2.2:

…….. in relation to other Council decisions made in accordance with the Act where the Act does not require public consultation, Council may, on a case-by-case basis, determine in its absolute discretion to undertake consultation over and above the minimum requirements of the Act.

In these situations, it will be a matter for the Council to approve additional or discretionary consultation steps based on the internal engagement framework.

For the avoidance of doubt, there is no obligation on the Council or CEO to undertake, or to consider whether or not to undertake, any additional or discretionary consultation steps.

7. RELEVANT BACKGROUND

7.1 We have set out below a summary of the relevant background to the Coastal Walkway Project relevant to the Review Application.

7.2 On 11 September 2018 the Council resolved to:

7.2.1 endorse the development of a Coast Park Plan encompassing the entire Council coastline with priority given to the section of coast between Heron Way Reserve to south of the Field River; and

7.2.2 receive a report on the draft Coast Park Plan in mid-2019 for consideration, resourcing and community consultation.

7.3 The City of Marion Business Plan 2019-2023 (**the 2019-2023 Business Plan**) was endorsed by the Council in June 2019. One of the project initiatives as part of the 2019-2023 Business Plan was to develop and deliver a coastal walkway to connect Heron Way reserve with the Field River environs.

7.4 In early 2019 the Council engaged engineering consultancies to undertake a structural audit of all structure associated with the Coastal Walkway.

7.5 A Council officer report was presented to the Council at its meeting on 26 November 2019 (**the November 2019 Meeting**) which attached a draft coastal walkway plan (**the draft CWP**). The Council officer report states:

> *A high priority has been placed on the design investigations and construction of the walkway that is located in Cell 6 – Kurnabinna Gully, Cell 5 – Grey Road and Cell 10 – Field River.*
>
> *The Gully Cells/structures have been prioritised. Even if they are able to be repaired, difficulties in investigating and maintaining these structures will continue due to the footings being attached to the side of the cliff face where erosion may continue to take place. Through the design considerations, alternate alignment opportunities will continue to be investigated and where possible provide alternate increased access to these areas.*

7.6 The draft CWP breaks down the walkway into cells for renewal purposes. The relevant cell for this matter is Cell 6 Kurnabinna Gully. The draft CWP states that in relation to Cell 6 it includes:

> *…. walkways, stairs, landings, decommissioning beach access, ratianing walks, information boards, pathways and barriers.* (sic)

7.7 At the November 2019 Meeting the Council resolved as follows:

> That Council:
>
> 1. Notes the final structural investigation findings, repaired and re-opened structures and repair costing and re-opening time frames for the remaining structures (refer Appendix 1).

2. Endorses the draft Coastal Walkway Plan (Appendix 2) including the timing and costing for renewal priorities.
3. Commits up to $2,440,604 towards renewal of Stages 1 and 2 of the Coastal Walkway Plan over the next four years to be funded through Council's Asset Sustainability Reserve Fund, subject to a commitment of $2,440,604 from Federal and/or State Government.
4. Endorses a new FTE position up to Level 6 - $97,280 per annum (adjusted with enterprise agreement) for four years to project manage the implementation of the draft Coastal Walkway Plan subject to funding being secured for Stages 1 and 2.
5. Notes the prioritisation of the remaining renewal stages (2024/25 - 2034/35) along with ongoing operating, maintenance and depreciation costs will be developed within the Coastal Walkway Asset Management Plan for adoption by Council by November 2020.

7.8 Stages 1 and 2 of the draft CWP endorsed by the Council at the November 2019 Meeting comprise Kurnabinna Gully, Field River and Grey Road Gully.

7.9 A copy of the Council officer report (including the draft CWP) presented to the November 2019 Meeting and the relevant extract of the minutes of the November 2019 Meeting are included in Appendix A.

7.10 In August 2020 the Council engaged consultants to investigate engineering solutions and develop the concept designs for Cells 5, 6 and 10.

7.11 On 17 August 2020 the Council held a community engagement forum at the Cove Civic Centre to provide an update on the Coastal Walkway Project and to hear from the community. From 24 August 2020 to 4 September 2020 the Council also provided an online facility on the Council's website for the community to provide feedback on-line. In addition, during November 2020 approximately 800 residents including the Applicant received by letterbox drop a coastal walkway flyer dated October 2020 (included in Appendix A) for Cells 5, 6 and 10 which included by way of diagram/plan:

7.11.1 a lookout/resting point at Cell 6 at the end of The Esplanade near the Property; and

7.11.2 the removal of the existing beach access comprising stairs at Cell 6.

7.12 At the Council meeting on 24 November 2020 (**the November 2020 Meeting**) the Council considered a Council officer report (included at Appendix A) which discussed and attached the results of the community engagement referred to above and the coastal walkway concept design for Cells 5, 6 and 10. The concept design for Cell 5 Kurnabinna Gully presented at the November 2020 Meeting comprised of the:

7.12.1 reconstruction of the structures spanning the gully with a more efficient alignment reducing the number of stairs;

7.12.2 realignment of sections of the path to a new footpath on The Esplanade;

7.12.3 new lookout and rest points; and

7.12.4 new beach access to safer location.

7.13 At the November 2020 Meeting, the Council resolved to endorse the Coastal Walkway Concept Design for Cells 5, 6 and 10. A copy of the relevant extract of the minutes of the November 2020 Meeting is included in Appendix A.

7.14 The Council conducted community consultation from 5-19 October 2021 for new concept designs for Cells 5 and 6 with a mailbox drop distribution of approximately 430 residents including the Property and online survey. The flyer that was distributed by mailbox drop depicted a modified design layout and stated:

> *Beach access will be removed at Kurnabinna gully due to ongoing safety concerns about rockfalls at the bottom of the staircase. There are also concerns of entrapment on the beach.*
>
> *Alternate access will continue to be available via a moderate walk in either direction.*

The information provided online included information on the new concept design which still proposed the removal of beach access at Cell 6 and a lookout/resting point near the Property.

7.15 At the 26 October 2021 Council Meeting (**the October 2021 Meeting**) a Council officer report was presented to the Council which discussed new

concept designs for Cells 5 and 6. The revised concept design recommended the installation of two suspension cable bridges to connect across both gullies. The revised concept design for Cell 6 included the removal of the beach access at Cell 6. This was stated in the report as "*due to the risk of cliff rockfalls and associated hazards with tidal sea levels at the bottom of the gully*"[7]. The Council also considered the results of the community engagement conducted from 5 October – 19 October 2021.

7.16 At the October 2021 Meeting the Council:

7.16.1 noted the findings of the community engagement;

7.16.2 endorsed the cable bridge concept design for Cells 5 and 6 for completion of detailed design; and

7.16.3 endorsed removal of beach access at Cell 6.

7.17 A copy of the Council officer report presented to the Council at the October 2021 Meeting, attachments to that report (including the flyer referred to above and a copy of the relevant extract of the minutes of the October 2021 Meeting are included in Appendix A.

7.18 The residents residing adjacent to Kurnabinna Gully, including the Applicant, were notified directly of the Council's decision regarding the endorsement of the cable bridge and removal of beach access at Kurnabinna Gully.

7.19 At its meeting on 8 March 2022 (**the 8 March 2022 Meeting**) the Council considered a Council officer report which noted that in response to concerns raised by the community after consultation, an evaluation was undertaken of the bridge option for Cells 5 and 6 which the Council had endorsed at its October 2021 meeting ie the cable bridge concept design. The Council officer report attached a Bridge and Walkway Evaluation report prepared by North Projects Pty Ltd which states:

> *Additionally in the design development as a value management option it was raised that removing the beach access at Kurnabinna gully would result in significant cost savings and minimise risk to the environment and public safety. By preventing the beach access, it removes the risk of*

[7] See Council report for Council meeting of 26 October 2021 Item 10.5 Report reference GC211026R10.5 page 283.

entrapment form potential rock fall and associated hazards with tidal sea levels at the bottom of the gully, whilst additionally decreasing the project footprint. This assessment allowed council to land on the preferred position of removal of beach access, noting that alternative accesses are available to the south and to the west of Kurnabinna gully.

….

In preventing the beach access, it mitigated potential rock fall risk to the public and minimised the construction risk by removing further need to traverse the gully with heavy material and machinery.

7.20 At the 8 March 2022 Meeting, the Council noted the design development of the suspension bridges for Cells 5 and 6. The Council officer report and attachments presented at the 8 March 2022 and the relevant extract of the minutes of the 8 March 2022 Meeting are included in Appendix A.

7.21 At its meeting on 24 May 2022, the Council considered a Council officer report and endorsed the final design and tendered construction costs for Cell 5 and Cell 6. A copy of the Council report and relevant extract of the minutes of the meeting of 24 March 2022 are included in Appendix A.

8. REVIEW – APPLICANT SUBMISSIONS

8.1 The Applicant expresses the following grievances:

8.1.1 the process regarding the decision to remove beach access near the Property was inadequate and that residents were not properly consulted regarding this decision;

8.1.2 the proposed building of infrastructure (being a seated viewing platform) being too close to the property will impact on the Applicant's privacy;

8.1.3 public submissions with personal details were published on the Making Marion website which breached the Applicant's privacy; and

8.1.4 concerns that the relocation of the footpath to adjacent to the road and the gradient of the driveways and narrow street will create a safety hazard for vehicles and pedestrians.

9. REVIEW - ANALYSIS

9.1 Lawfulness

9.1.1 We have considered the decisions and actions made by the Council regarding:

(a) The removal of beach access at Kurnabinna Gully:

(b) The viewing platform at Kurnabinna Gully;

(c) The location of the path adjacent to The Esplanade;

(d) The publication of personal details online.

9.1.2 In our opinion the Council has not acted unlawfully.

9.2 Merits Assessment

9.2.1 ***Removal of Beach Access***

(a) The Applicant has stated that he was not asked whether he wanted continuing access to the beach. The Applicant has also stated:

> *….. but I continue to very upset over the lack of consultation from the Marion Council from us in the first place, denial and dismissal of our concerns, published publically, but the Marion Council did meet with other locals on Boonga Street in November/December 2021 and the Bridge Height was lowered. (Mum and I are not, I stress, over the building of the bridge/walkway), but over their proposed implimentation of the Walkway close to our house (and very hazardous driveway), not following the exisiting pathway and importantly (and devastingly) the removal of the Communities access to the Beach below our house. They only bothered to show Mum and I the actual plans in December 2022. We live right on the numb of the Kurnabinna Gully Bridge (South end).*

(b) We note as follows:

(i) the draft CWP endorsed by the Council at the November 2019 Meeting referred to ‘decommissioning beach access” for Cell 6;

(ii) the coastal walkway flyer dated October 2020 which was letter box dropped to residents including the Applicant included by way of diagram/plan:

(1) a lookout/resting point at Cell 6 at the end of The Esplanade near the Property; and

(2) the removal of the existing beach access comprising of stairs at Cell 6;

(iii) the concept design for Cell 6 Kurnabinna Gully endorsed at the November 2020 Meeting comprised of the:

(1) reconstruction of the structures spanning the gully with a more efficient alignment reducing the number of stairs;

(2) realignment of sections of the path to a new footpath on The Esplanade;

(3) new lookout and rest points;

(4) new beach access to a safer location;

(iv) the flyer that was distributed by mailbox drop to approximately 430 residents including the Property as part of the community consultation conducted from 5-19 October 2021 for the concept design for Cell 6 stated:

Beach access will be removed at Kurnabinna gully due to ongoing safety concerns about rockfalls at the bottom of the staircase. There are also concerns of entrapment on the beach.

Alternate access will continue to be available via a moderate walk in either direction.

The information provided online as part of this community consultation included information on the concept design which still included the removal of beach access at Cell 6 and a lookout/resting point near the Property.

(c) We are of the view that there were opportunities for the Applicant to provide his views regarding the removal of beach access at Kurnabinna Gully on at least 2 occasions in October 2020 and October 2021. Indeed, we are aware that the Applicant did provide submissions regarding the removal of beach access at Kurnabinna Gully.

(d) The scope of the Review Application on this issue is the process regarding the decision to remove beach access near the Property and that residents were not properly consulted regarding this decision. We do not accept that residents were not properly consulted. It appears to us that the process leading to the decision to remove beach access was sound in terms of the provision of sufficient opportunities for the community to express its views regarding this issue.

(e) On the information available to us the removal of beach access at Kurnabinna Gully was a feature the Coastal Walkway Project since at least November 2019.

(f) The removal of the beach access at Kurnabinna Gully is clearly of great concern to the Applicant and it was the subject of further consideration by the Council at the 8 March 2022 Meeting. It does appear to us that there are legitimate and pressing reasons adopted by the Council to remove the beach access. We note the Bridge and Walkway Evaluation report prepared by North Projects Pty Ltd of the following benefits of removing beach access at Kurnabinna Gully:

(i) significant cost savings;

(ii) minimise risk to the environment and public safety;

(iii) removes the risk of entrapment form potential rock fall and associated hazards with tidal sea levels at the bottom of the gully; and

(iv) decreasing the project footprint.

(g) We note information provided by the Council that other beach access points are approximately 1km from the Property however the Council has indicated it would consider providing beach access as part of the Fryer Street cell which would be approximately 500m from the Property.

9.2.2 ***Viewing Platform***

(a) The Applicant is opposed to the viewing platform that is to be located at Kurnabinna Gully on the basis of privacy concerns.

(b) We have sought further information from the Council regarding the seated viewing platform and note as follows[8]:

(i) the level of the viewing platform is approximately 2 metres below the level of the Property at the Property boundary which is located approximately 2 metres from the existing back of the kerb;

(ii) the distance from the viewing platform to the Property boundary is approximately 7 metres;

(iii) the distance from the viewing platform to the front door of the Property is approximately 20 metres; and

(iv) the angle from the front door of the Property to the viewing platform is approximately 35 degrees.

(c) We are aware having visited the Property that the residence is situated somewhat higher than the level of the land at the Property boundary noting the steep incline of the driveway to the Property.

[8] These measurements are approximate only and not final at this stage.

(d) We acknowledge the Applicant's concerns regarding the viewing platform. However, noting the above, any person standing on the viewing platform would, if looking at the Property, be looking up at the Property. In addition, the location of the viewing platform some 20 metres from the front door of the Property and at an angle of approximately 35 degrees would not in our opinion, unreasonably impact the Applicant's privacy if at all.

(e) It may be the case that the bridge will lead to an increase in numbers of visitors to the area. However, we do not consider having regard to the location of the viewing platform and the location of the Property that this will unreasonably impact the Applicant's privacy.

9.2.3 ***Location of Path***

(a) The Applicant has stated:

Additional: Mum has EXTREME concerns about the path being realigned along The Esplanade.
She believes this is the most important aspect after reviewing the plans.
It is not acceptable from a safety point of view. (we discussed this).
So please keep the coastal path following along the cliff-edge it currently follows on The Esplanade, [I refer to the coastal path near our house.]
We think local people concerns have not figured prominently enough in the development with emphasis on birds and cost, disguised as environmental concern.
My neighbours would also likely prefer the path to follow the cliff line.
(personal aspect I also only now remembered: I hope not to hear of Councillor Ian Crossland question, [which he did do in the meeting] the safety or capability of Mum or my driving as he did in the meeting in the Council, or I will raise a complaint.)
It really MUST follow the same path that exists now.
The idea of putting a fence does not stop people, children and

their dogs mixing with the traffic on the road.
It also means that the neighbours will be aggrieved over the new infrastructure blocking their view.
Bringing the path closer to our property raises Mum's security concerns greatly as well.
The agitation and threat this development has brought upon Mum and I is great and will not be tolerated if our wishes are not respected.

(b) The walkway will be relocated adjacent to The Esplanade. It is currently located long the cliff edge.

(c) We understand the Applicant's concerns on this issue to be primarily:

(i) persons spilling onto the road from the walkway and or walking on the road directly opposite the Property;

(ii) traffic issues associated with exiting the Property by vehicle due to the steep gradient of the Property's driveway and the Applicant's view regarding the increased number of people using the walkway and spilling onto the Road.

(d) It may be the case that once the bridge across the Kurnabinna Gully is constructed this will lead to an increase in the number of persons visiting Kurnabinna Gully and accessing the walkway. However, we do not consider it is a reasonable assumption that persons will be walking on the road or that this will occur other than rarely. The walkway will align with the bridge across the Kurnabinna Gully. We consider it is likely that a person visiting the area would likely do so to utilise the bridge and therefore it would be more likely than not that visitors will travel along the walkway rather than off the walkway on the road. We consider that it would only be in the rare instance, if at all, that a person would walk on the road rather than the footpath. Accordingly, to the extent that there might be instances of traffic conflicts with vehicles exiting the Property and users of the walkway we

consider such instances would be rare if occurring at all. In any event both the driver of the vehicle and the user of the walkway would have excellent visibility of the other in our opinion.

9.2.4 ***Publication of Personal Details***

(a) The Applicant has stated:

> *…. the Council did publish our **private** consultation feedback, **along with our names and addresses and phone numbers** on the Council website, along with everyone else who took part, so any personal aspects were Publicly aired, and no privacy was observed with that very sensitive information.*

(b) It does appear that the personal details of some respondents to the community consultation were included in the public agenda for the October 2021 Meeting.

(c) We understand the Applicant's concern and we consider it is likely that respondents would generally have expected their personal details not to be made publicly available.

(d) It appears that it was the intention of the Council that personal details would not be published.

(e) The information provided to us is that:

(i) whilst personal details were redacted from parts of the responses this was only in relation to personal details that appeared in the headings to the responses and not the body of the response; and

(ii) once it was discovered that personal details had been published in the agenda for the October 2021 Meeting, the personal details were redacted and the agenda updated accordingly.

(f) We are of the view that the publication of personal details occurred due to an oversight in not reviewing the entire response

for personal details. Nonetheless we accept this as a legitimate grievance of the Applicant.

10. REVIEW – APPLICANT'S SUBMISSIONS ON PRELIMINARY REPORT

10.1 The Preliminary Report was provided to the Applicant on 5 May 2023. The Applicant provided his submissions on the Preliminary Report on 17 July 2023. The Applicant's submissions relate to past trespass events, his disabilities and medical issues and how he will be negatively affected and his health severely impacted. The Applicant has provided medical certificates that he says supports his submission.

10.2 The Applicant submits that:

10.2.1 '*… [t]he effect of the development will be on an ongoing permanent basis and detrimental to my long-term health and stability and my ability to have public engagement in the Community and successfully participate in the Community*';

10.2.2 '*… [t]he Community Engagement process has lacked engagement with people with disabilities*';

10.2.3 his previous concerns have '*been ignored, passed over or argued by the Council as insignificant. Or barriers falsely put up around expense, the environment or perceived public safety issues*';

10.2.4 '… *[i]n terms of public safety due to rock fall on and of the beach, there are many places around the world, including the Grand Canyon, Bryce Canyon and many islands of New Zealand and the Pacific, where walking is permitted, without the need for helmets, (**helmets could and should be required and signposted if safety dictates this**), amongst rocky outcrops and ragged cliffs*'.

10.3 The Applicant requests that there be '*no seated bench at the end of the road and that there is not a realignment to the roadside of the existing path that currently travels next to the cliff line*'. The Applicant states that he has safety concerns in reversing a car out of the driveway of the Property and any spillover of people and animals onto the road.

10.4 The matters relating to the Applicant's disabilities and health and in particular his submission that the Coastal Walkway Project will have a detrimental effect on his health having regard to his disabilities are not within the scope of the Review Application however we have considered those submissions in the preparation of this Final Report.

10.5 We understand that the Applicant's submission is that there will be an increase in visitors to the area and this will have a significant and detrimental effect on his health due to his health conditions. The medical letters provided by the Applicant provide details as to the Applicant's health issues and the impact that an increase in visitors to the area and people coming into close proximity with the Applicant will have on his health. This submission is however premised on the assumption that there will be an increase in visitors to such an extent that it will have a significant and detrimental effect on the Applicant's health.

10.6 It is perhaps likely that once the walkway and bridge over Kurnabinna Gully are completed there may be an increase in numbers of people visiting the area initially. The increase in visitors to the area may even be ongoing although one would expect less than initially. Whilst we acknowledge the Applicant's concerns and health issues which are serious, it is difficult to reconcile this submission with the fact the Applicant has previously clearly stated he is not opposed to the bridge over Kurnabinna Gully which is the element of the Coastal Walkway Project that is most likely to lead to an increase in visitors to the area. It appears based on the totality of the Applicant's submissions that it is the viewing platform and walkway that present the concern for the Applicant in terms of increased visitors to the area and the increased potential for the Applicant to come into close proximity with visitors to the area. In this regard we note the distance between the viewing platform and the Property set out at clause 9.2.2 and that the walkway is on the other side of the road to the Property. We refer to our analysis of the Applicant's privacy concerns at clause 9.2.2.

10.7 It is possible that the viewing platform and bench seating may lead to visitors remaining in the vicinity of the area longer than if those facilities were not present. Therefore, these are elements that the Council may wish to give further consideration to. However, it is important to balance the Applicant's

interests, needs and aspirations with those of other individuals and groups in the community[9].

10.8 In relation to the Applicant's submission that the Councils community engagement in relation to the Coastal Walkway Project lacked engagement with people with disabilities we do not see a basis for this submission. The community engagement was open to all persons equally. As we have outlined earlier, the Applicant had at least two opportunities to make submissions in relation to the Coastal Walkway Project and did in fact avail himself of those opportunities.

10.9 The Applicant has repeated his concerns with respect to persons spilling onto the road from the walkway and/or walking on the road directly opposite the Property and his safety concerns when reversing a vehicle out of the driveway to the Property. We have addressed that submission at clause 9.2.3.

11. CONCLUSION

11.1 Taking into account all the information as set out in this Final Report, our view is that:

11.1.1 the Decisions and actions of the Council are lawful;

11.1.2 the Council ought not have published personal details of respondents online;

11.1.3 the process regarding the decision to remove beach access near the Property and the consultation with residents was appropriate;

11.1.4 the viewing platform will not unreasonably impact on the Applicant's privacy;

11.1.5 the location of the footpath does not create a safety hazard for vehicles and pedestrians;

11.1.6 the Decision balances the needs, interests and aspirations of the Applicant and those of other individuals and groups in the community.

[9] See Section 8(b) LG Act.

12. RECOMMENDATIONS

12.1 That the Council ensure it has processes in place to prevent, where appropriate, personal details of respondents being published.

12.2 That the Council affirms the Decision as lawful and the correct and preferable decision.

Yours faithfully
Norman Waterhouse

Felice D'Agostino
Principal

T 08 8210 1202
fdagostino@normans.com.au

19 July 2023

APPENDICES

CITY OF MARION

CORPORATE REPORTS FOR DECISION

Coastal Walkway Project

Originating Officer	Landscape and Open Space Planner - Geoff Booth
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC191126R07

REPORT OBJECTIVE

To provide Council with an update on the Coastal Walkway investigations and repairs following the recommendations of a structural audit and to present the draft Coastal Walkway Plan which provides cost estimates for the renewal of the asset.

EXECUTIVE SUMMARY

This report provides an overview of the outcomes of the Coastal Walkway structural investigations, including the re-opening of structures after repairs, further repair works and costings. The long term renewal of the existing asset is discussed through the draft 'Coastal Walkway Plan 2019-2029' including timing and proposed costings for the short and long term.

Considerations discussed in this report include:

- Findings of structural investigations, completed repairs (including re-opened structures), proposed repair costing and time frames (Appendix 1_Coastal Walkway Investigations and Repairs Report)

- Draft Coastal Walkway Plan 2019-2029 (Appendix 2_Draft Coastal Walkway Plan 2019-2029) which includes costings of complete renewal of the existing trail.

RECOMMENDATION

That Council:

1. **Notes the final structural investigation findings, repaired and re-opened structures and repair costing and re-opening time frames for the remaining structures (refer Appendix 1).**

2. **Endorses the draft Coastal Walkway Plan (Appendix 2) including the timing and costing for renewal priorities.**

3. **Commits up to $2,440,604 towards renewal of Stages 1 and 2 of the Coastal Walkway Plan over the next four years to be funded through Council's Asset Sustainability Reserve Fund, subject to a commitment of $2,440,604 from Federal and/or State Government.**

4. **Endorses a new FTE position up to Level 6 - $97,280 per annum (adjusted with enterprise agreement) for four years to project manage the implementation of the draft Coastal Walkway Plan subject to funding being secured for Stages 1 and 2.**

5. **Notes the prioritisation of the remaining renewal stages (2024/25 - 2034/35) along with ongoing operating, maintenance and depreciation costs will be developed within the Coastal Walkway Asset Management Plan for adoption by Council by November 2020.**

CITY OF MARION

Liveable:	Enhancement of community living, assists in creating vibrant community facilities and open spaces.
Valuing Nature:	Promotes biodiversity (plants and animals on public or private land, coastal area and marine development), and improves opportunities for people to play in open spaces and interact with nature.
Engaged:	Encourages the community to be engaged and empowered to influence the improvement of their own neighbourhood.
Connected:	Enhanced ability for social interaction, improves movement across the city, enhances walking path connections across the city.
Opportunities:	To consider the strategic alignment of its coastal assets in a city wide plan. This overall strategic direction will provide further clarity on Council objectives, scope of work and review the priories of project areas across the City of Marion coast line.
Other Funding Sources:	Grant funding opportunities exist through the Open Space Grant Funding program for new/upgraded coastal infrastructure which supports strategic Coast Park initiatives. Funding opportunities through Federal and State Gov. will be pursued.

DISCUSSION

BACKGROUND

The Coastal Walkway from Marino to Hallett Cove commenced construction in the mid to late 1990's. The walkway today is a highly valued and well utilised community asset which attracts visitors into the region and contributes to the liveability of the City.

The broader Adelaide Metropolitan Coast Park extends along Adelaide's coastline from Sellicks Beach to North Haven, with the Marion Coastal Walkway providing an approximate 8km section between Marino and Hallett Cove.

In addition to the stunning geological formations, native coastal vegetation and sites of indigenous cultural significance, the City of Marion Coastal Walkway contains structures (stairways secured to cliff faces, board walks and bridges), pathways at ground level, lookouts and other surrounding public infrastructure such as bins, signs, artwork and benches.

At the General Council meeting on 11 September 2018, Council endorsed the development of a Coast Park Plan for the length of the Marion coastline and that a report be received on the Coast Park Plan mid 2019 for consideration, resourcing and community consultation.

The City of Marion Business Plan 2019-2023 was endorsed by Council in June 2019, which explains the projects and programs Council will deliver over four years. One of the project initiatives as part of the Business Plan was to develop and deliver a coastal walkway to connect Heron Way Reserve with the Field River environs.

In early 2019, as part of Council's ongoing asset audits of the Coastal Walkway and to inform the Coastal Park Plan, Council engaged engineering consultancies to undertake a structural audit of all structures associated with the Coastal Walkway.

The purpose of the audit and subsequent report was to create a new asset database and identify any defects. This information would then be used to develop a Coastal Walkway Plan with cost estimates for renewal and potential re-alignment options.

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Due to the outcomes of the draft audit report and safety being the priority for users, Council resources were allocated to close structures along the walkway that were deemed high risk until further investigation could take place. Subsequently, the outcome of this investigation has informed the required Coastal Walkway Plan and will feed into the review of Council's Asset Management Plan.

Structural Investigations and Repairs

Twelve structures along the walkway were rated as high risk due to the lack of information on the adequacy of the footings. External contractors were engaged to conduct intrusive investigations involving earthworks, geotechnical inspections and assessments to determine the condition of repair and/or replacement options.

A Surveyor, Geotechnical Engineers and a Structural Engineer were engaged to undertake the required investigations. The following information was gathered to make structural assessments on the 560 footings across the twelve closed structures:
- Post – diameter, height, depth below surface
- Reinforcement bar into rock surface – diameter, length
- Concrete pad/pile – diameter, depth
- Founding material information
- Slope percentage
- Slope stability assessment
- Working bearing capacity

Based on the structural assessments and that the structures are 20-25 years old, Council is expected to gain another 10 years maximum overall life of the asset once repaired.

During the investigations, Council staff and consultants evaluated the works through a cost benefit analysis to understand if it is cost effective to investigate, repair and / or replace the individual structures.

Based on these investigations and the repairs taking place, two sites were re-opened in October. These structures are located at::
- Marino Rocks Boat Ramp, Marino (CWT002)
- Marine Parade, Marino (CWT003)

(Refer to Appendix 1_Coastal Walkway Investigations and Repairs Report).

Repairs to structures include underpinning of footings, additional timber bracing and some scour protection to prevent stormwater erosion near the structures. Repairs have provided adequate support to allow safe pedestrian usage.

Consultants systematically worked through the closed sites and found that following the required repair works, sections can be reopened. It is anticipated that majority of the repair works may be completed by early 2020.

The location of two major structures spanning the large gully sites (Grey Road Gully CWT012 and Kurnabinna Gully CWT014 and CTW015) have stairways secured to the cliff face, which present a challenge for investigation and for proposed repair work.

In order to make an assessment of the feasibility and how it might be possible to repair these gully structures in their current form, further investigations are required into the composition and stability of the existing footings and adjacent slopes.

Investigations into realignment opportunities at these sites have been prioritised in the draft Coastal Walkway Plan over the next 4 years (2020 - 2024). Further works are required in the initial design phase, which will include site research and planning, community consultation, detailed designs and refinement of costings as project certainty increases.

In the few instances where closed structures provide access to the beach foreshore (Murto Parade CWT004), this access will remain closed into the future and decommissioned (Refer to Appendix 2_draft Coastal Walkway Plan).

COMMUNICATIONS

A proactive communication approach has been undertaken to continue to inform the broader community and key stakeholders of any decisions of repaired / re-opened structures, and will continue to keep the community up to date with future developments.

The objective has been on informing the community that as a safety precaution a large section of the Coastal Walkway is closed whilst investigations and repairs are taking place. Whilst diversions along the walkway are in place, the vast majority of the trail is open to enjoy primarily south of Fryer Street, Hallett Cove.

The community and key stakeholders have been informed of project updates via information flyer letterbox drops, erected signs on-site at closed trail heads, which include detailed diversion maps and key information is placed on Councils' website, posted on social media and advertisements in the Messenger.

Council have received numerous amounts of correspondence from residents and the broader community in relation to the Coastal Walkway closures, which has reiterated the popularity and importance of this asset to the community. The majority of the feedback has been centred on how valued the asset is for the community and queries around what time frames in which sections of the trail will be reopened.

As repairs are rolled out on the varying structures, information updates will be provided to the community and key stakeholders to keep them informed.

Council will continue to advocate for the future renewal of this important State asset as the aging infrastructure reaches the end of its natural life. Funding opportunities will be sought through the Federal and State Government direct investment or grants which may attract a 50/50 co-contribution from Council.

Coastal Walkway Plan

The draft Coastal Walkway Plan (Appendix 2) provides Council with a forward renewal plan which prioritised sections of the walkway and preliminary cost estimates for its upgrade.

The Plan has broken down the walkway into cells for renewal purposes, each cell has been prioritised based on the assets within the cells and reviewed based on repairs to structures that have taken place.

The investigations and repairs to date have gained approximately another 10 years of asset life to existing structures. High level cost estimates have been provded for the potential future renewal of each cell.

A high priority has been placed on the design investigations and construction of the walkway that is located in Cell 6 - Kurnabinna Gully, Cell 5 - Grey Road Gully and Cell 10 - Field River.

The Gully Cells / structures have been prioritised. Even if they are able to be repaired, difficulties in investigating and maintaining these structures will continue due to the footings being attached to the side of the cliff face where erosion may continue to take place. Through the design considerations, alternate alignment opportunities will be investigated and where possible provide increased access to these areas.

CITY OF MARION

Cell 10 - Field River has been prioritised as it is currently an unfunded initiative endorsed through the City of Marion Business Plan 2019-2023. One of the project initiatives as part of the Business Plan is to develop and deliver a coastal walkway to connect Heron Way Reserve with the Field River environs.

Renewal Costing

A quantity surveyor was engaged to provide Council with renewal costs based on the replacement of the existing infrastructure with improved materials at the current trail alignment.

The Coastal Walkway Plan (Appendix 2) provides a breakdown of costs per Cell with priority sites proposed for renewal over the next four years at a total cost of $4,881,208.00.

The estimated total cost of renewal of the asset is $14,510,900.

Each stage is costed over a two year period with the first year being planning, consultation, design and the second year proposed construction. Higher level costing has been based on the renewal of existing structures and pathway elements. Once defined detailed designs are completed, refined project costing can be produced. Cost estimates are high level and will likely change as designs progress and certainty increases.

The current building materials used for the majority of the Coastal Walkway structures and repairs are perma-pine timber with some sections being replaced with FRP decking (Fibre Reinforced Polymer / Plastic). Costing elements have allowed for the renewal of existing structures utilising more durable materials such as Galvanised steel and FRP which are durable in marine environments and have an asset life of 40-50 years.

Renewal / Realignment Opportunities

Where structures along the Coastal Walkway are not able to be repaired and reopened, consideration will be made to realign the trail to improve overall access. This proposed realignment will require revised costings based on investigations, designs and planning considerations into land ownership where the City of Marion property boundaries are adjacent private land.

Realignment options may exist to retreat sections of the walkway away from cliff edges and potentially to follow the natural topography inland through the gully sites. Whilst this may still provide scenic coastal views, further consideration will be provided for community consultation, the sensitivity of coastal flora and fauna and private property boundaries.

Resources

Future renewal planning, management and implementation of the Coastal Walkway Plan will require an allocation of a FTE resource to deliver the critical future projects. It is recommended that a Coastal Asset Planner position be resourced for the next four years to project manage the renewal of the asset and to review the Coastal Walkway Asset Management Plan, which needs to be brought to Council by November 2020.

Grant Funding

The State Government (DPTI) Open Space and Places for People Programs support the development and improvement of quality public open space and to revitalise public spaces that are important to the social, cultural and economic life or their communities or region.

The following eligibility criteria apply to this project:
- Projects should have at least 50% funding contribution
- Projects should be able to commence within two months of grant funding approval
- Funding is only available for new works; retrospective funding is not available for anything undertaken prior to grant funding approval.

There may also be opportunities to receive direct investment from State or Federal Government through a funding commitment outside of current grant funding rounds due to the importance of this asset to the region.

BUDGETS

Investigation and repair costs can be found in Appendix 1. The costs of the investigation and repairs are $238,000. This does not include the two large gullies where investigations are ongoing.

It is recommended that Council commit $2,440,604 towards renewal of Stages 1 and 2 of the Coastal Walkway Plan over the next four years to be funded through Council's Asset Sustainability Reserve Fund and seeks a commitment of $2,440,604 from Federal and/or State Government. The timing of this expenditure will be confirmed once funds are committed and a project plan developed.

The prioritisation of the remaining stages and ongoing operating costs will be reviewed within the Coastal Walkway Asset Management Plan for consideration by Council by November 2020.

RISKS

A proactive risk management approach was undertaken to prioritise the Coastal Walkway Plan and the timing of cells for future renewal.

Community consultation has consisted of Community Update Flyers, Council web page updates and social media communications advising structures are closed.

The closures have been made inaccessible through the erection of temporary fencing barriers at each access point to the closed sections with 'no access' signage. Warning and diversion signs have also been installed to communicate the closures to the public. The temporary fencing and signage is regularly inspected, 3 times per/week, including before and after the weekends to ensure it is safely in place to communicate the risk to anyone intending to use the walkway.

The location and topography of the terrain has made it challenging to be able to monitor, inspect, maintain, repair and ultimately to renew sections of the walkway. Storm water erosion impacts are having continued effects on the Coastal Walkway including structure footings. Some initial investigations have take place identifying storm water related issues.

OPPORTUNITIES

Monitoring the service levels / usage rate of the Coastal Walkway is an important consideration which will give Council valuable insight into data such as the number of people using an individual structure and the time of day the trail / structure is being used. Through the City of Marion Smart Cities program, monitoring devices will be installed.

Design and service standard guidelines have not yet been developed as part of the draft Coastal Walkway Plan. These design guidelines together with agreed services levels will be investigated and incorporated into the review of Council's Asset Management Plan.

CONCLUSION

The State Coastal Walkway is a highly value community asset that is provides user groups with health and well being, to be connected with nature and make the City of Marion are great place to live.

The detailed information within the attached Appendices provides strategic renewal, costing and forward thinking objectives for this asset to be efficiently and effectively managed into the future, it is recommended that Council commit to a 50/50 funding of the first two stages of the Coastal Walkway Plan seeking the remaining funds from State and/or Federal Government. Future stages can be considered as part of the Coastal Walkway Asset Management Plan.

Attachment

#	Attachment	Type
1	Appendix 1_Coastal Walkway Investigations and Repair Report	PDF File
2	Appendix 2_Coastal Walkway Plan (DRAFT)	PDF File

Coastal Walkway Investigations and Repairs Report

November 2019

CITY OF MARION

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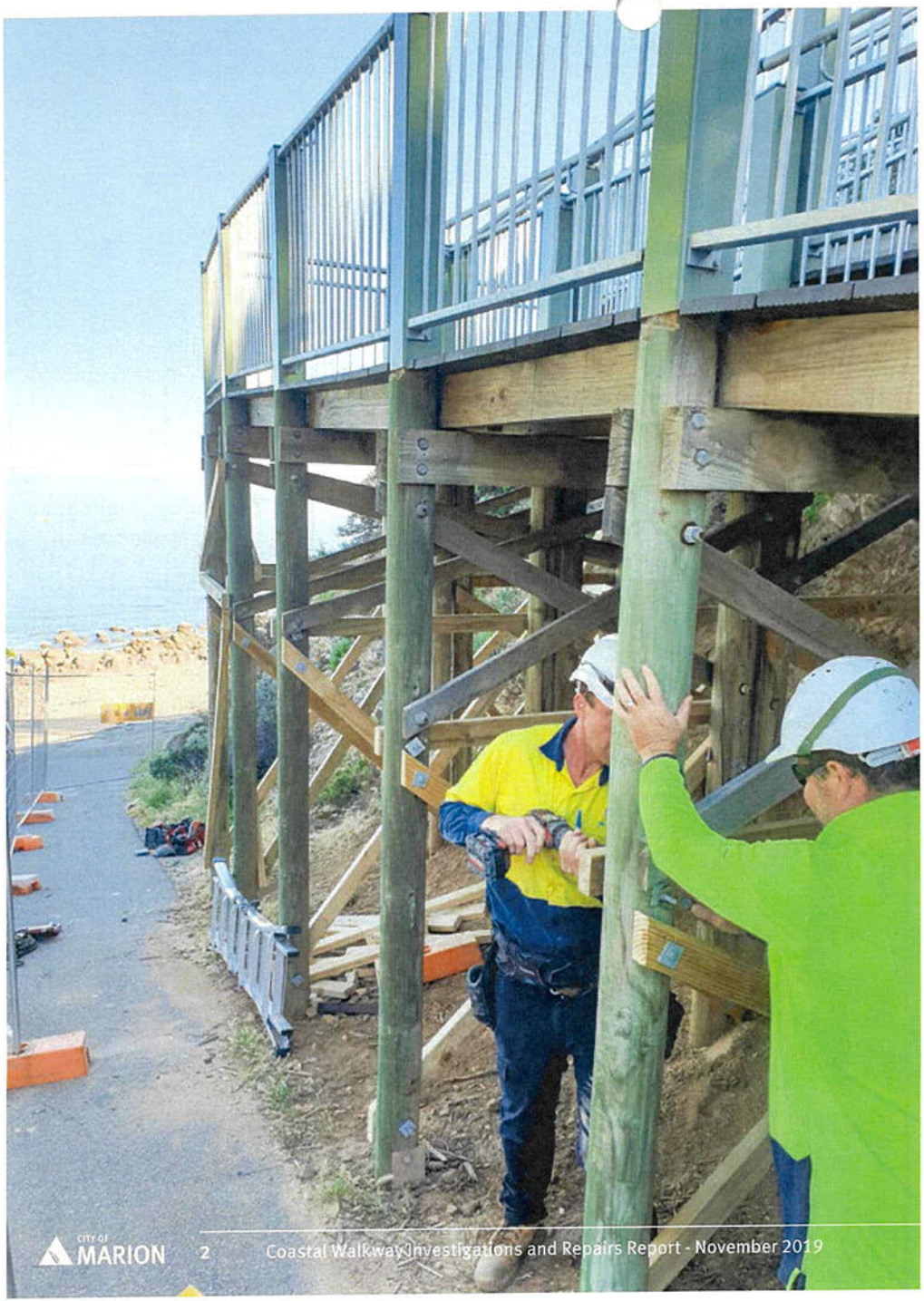


EXECUTIVE SUMMARY

In early 2019, as part of Council's ongoing asset audits of the Coastal Walkway, Council engaged engineering consultancies to undertake a structural audit of all structures associated with the Coastal Walkway.

Due to the outcomes of the audit report and safety being the priority for users, twelve elevated timber walkway structures along the coastal walkway were rated as high risk, due to the lack of information on the adequacy of the footings. These structures were closed until further investigations had been undertaken and recommendations on any repair works.

Out of the twelve structures only nine were investigated and assessed, Grey Road Gully and Kurnabinna Gully site structures have been difficult and complex to undertake investigations and repair works. Further investigations are required to make an assessment of the feasibility and how it might be possible to repair these gully structures in their current form.

The results of the investigations have identified the need for repairs which involve underpinning of the structure, additional timber bracing and scour protection to prevent stormwater erosion near the structures. The repairs are likely to gain an additional 10 years of useful life.

The total cost to undertake the repair works on the nine structures have been estimated at $130,000. The repairs are to be completed by end of 2019/early 2020.

BACKGROUND

The Coastal Walkway from Marino to Hallett Cove commenced construction in the mid to late 1990's. The walkway today is a highly valued and well used community asset which attracts visitors into the region and contributes to the liveability of the City.

The broader Adelaide Metropolitan Coast Park Plan extends along Adelaide's coastline from Sellicks Beach to North Haven, with the City of Marion Coastal Walkway providing a 7.2 km section between Marino and Hallett Cove.

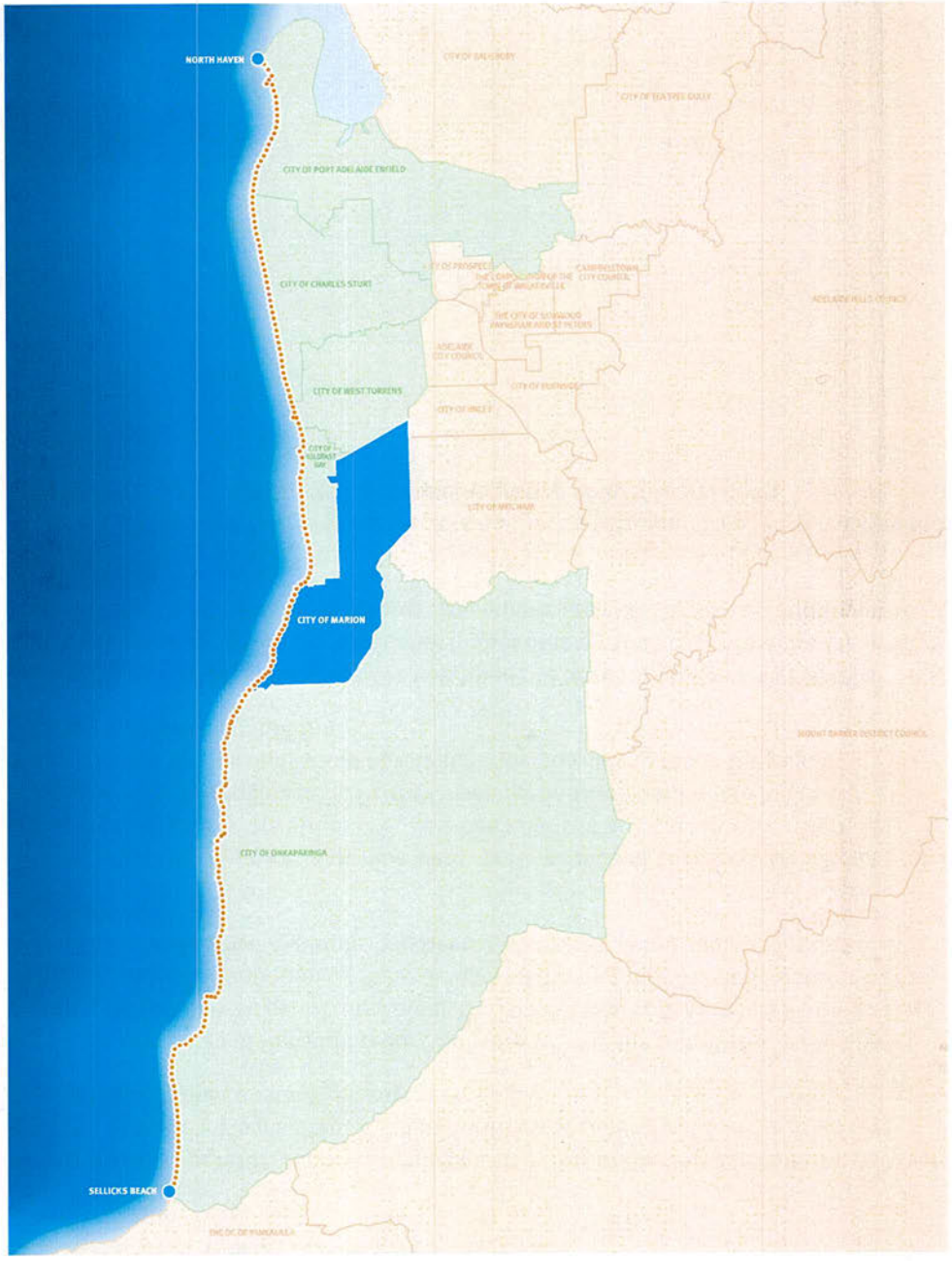
In addition to the stunning geological formations, native coastal vegetation and sites of indigenous cultural significance, the City of Marion Coastal Walkway contains structures (stairways secured to cliff faces, boardwalks and bridges), pathways at ground level, lookouts and other surrounding public infrastructure such as bins, signs, artwork and benches.

The walkway was initially constructed with limited planning considerations to justify alignment and documented designs.

In early 2019, as part of Council's ongoing asset audits of the Coastal Walkway, Council engaged engineering consultancies to undertake a structural audit of all structures associated with the Coastal Walkway.

The purpose of the audit and subsequent report was to identify any defects and structural information to then be used within the Coastal Walkway Plan 2019–2029.

Due to the outcomes of the audit report and safety being the priority for users, Council resources were allocated to close structures along the walkway that were deemed high risk until further investigation could take place.



STRUCTURAL INVESTIGATIONS

Twelve elevated timber walkway structures along the walkway were rated as high risk due to the lack of information on the adequacy of the footings. It was recommended that intrusive investigations involving earthworks, geotechnical inspections and structural assessments be undertaken to determine the condition of repair and / or replacement options.

The following information was gathered to make structural assessments on the 560 footings across the twelve closed structures:

- Post – diameter, height, depth below surface
- Reinforcement bar into rock surface – diameter, length
- Concrete pad/pile – diameter, depth
- Founding material information
- Slope percentage
- Slope stability assessment
- Working bearing capacity

Using the information from the investigations each structure has been assessed by geotechnical & structural engineers and provided recommendations for repair works.

Including an assessment of the remaining life for each structure to determine the priority for replacement/upgrade.

COSTING SUMMARY

Structure	Structure ID	Investigation Cost	Estimated Repair Cost	Total Cost	Estimated Repair Completion
Marino Rocks Structure	CWT002	$6,000	$26,000*	$32,000	Currently Open
Marine Parade Structure	CWT003	$4,000		$4,000	Currently Open
Murto Parade Structure	CWT004	$11,000	$26,000	$37,000	Dec 19/Jan 20
North of Cove Road Car Park Structure	CWT005	$14,000	$27,000	$41,000	Dec 19/Jan 20
South of Cove Road Car Park Structure	CWT007	$16,000	$21,000	$37,000	Dec 19/Jan 20
Westcliff Reserve Structure North	CWT008	$12,000	$5,000	$17,000	Dec 19/Jan 20
Westcliff Reserve Structure South	CWT010	$15,000	$18,000	$33,000	Dec 19/Jan 20
Grey Road North Structure	CWT011	$15,000	$2,000	$17,000	Dec 19/Jan 20
Grey Road South Gully Structure	CWT012	TBD - FURTHER INVESTIGATIONS REQUIRED			
Nungamoora Street North Structure	CWT013	$15,000	$5,000	$20,000	Dec 19/Jan 20
Kurnabinna Gully Structure North	CWT014	TBD - FURTHER INVESTIGATIONS REQUIRED			
Kurnabinna Gully Structure South	CWT015	TBD - FURTHER INVESTIGATIONS REQUIRED			
TOTAL		$108,000	$130,000	$238,000	

* Repair works completed

Note: An on-going cost every 2 years of $20,000 to undertake Level 3 Structural audits to monitor the condition of the structures on the Coastal Walkway.

STRUCTURAL ASSESSMENTS

CWT002 | MARINO ROCKS STRUCTURE

Investigation Findings

The investigations found that additional underpinning of the footings and structural bracing was required to provide additional support to the structure.

Cost Estimate

Investigation = $6,000

Repair = $25,000 (Repair works completed)

Description

- Footings required underpinning
- Bracing work required on most of the structure

Programming and Planning Considerations

Repair works were completed on 25th October 2019. Site is currently open to the public.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT003 | MARINE PARADE STRUCTURE

Investigation Findings

The geotechnical investigation has identified that the foundation soils supporting the structure are structurally adequate. The structure is adequate to support the pedestrian loads for which it was intended.

Cost Estimate

Investigation = $4,000

Description

- No Repair works required

Programming and Planning Considerations

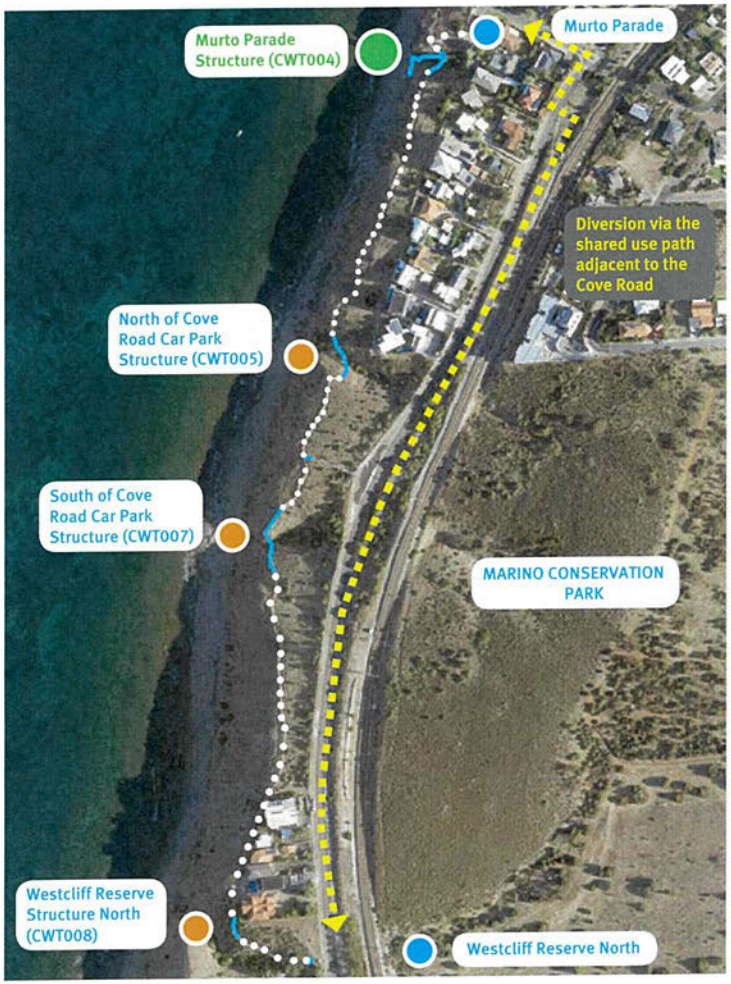
Site is currently open to the public as of 10 October 2019.

Notes on Asset Life

This structure will likely have an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT004 | MURTO PARADE STRUCTURE



Investigation Findings

The investigations found that additional underpinning of the footings and structural bracing was required to provide additional support to the structure. In addition, erosion of the gully and footings due to stormwater have caused footings to be undermined and require protection treatments. The beach access structure is to be decommissioned.

Cost Estimate

Investigation = $11,000

Estimated Repair = $26,000

Description

- Footings required underpinning
- Bracing work required on most of the structure
- Scour protection works near the footings
- Fencing and signage to prevent use of the beach access structure

Programming and Planning Considerations

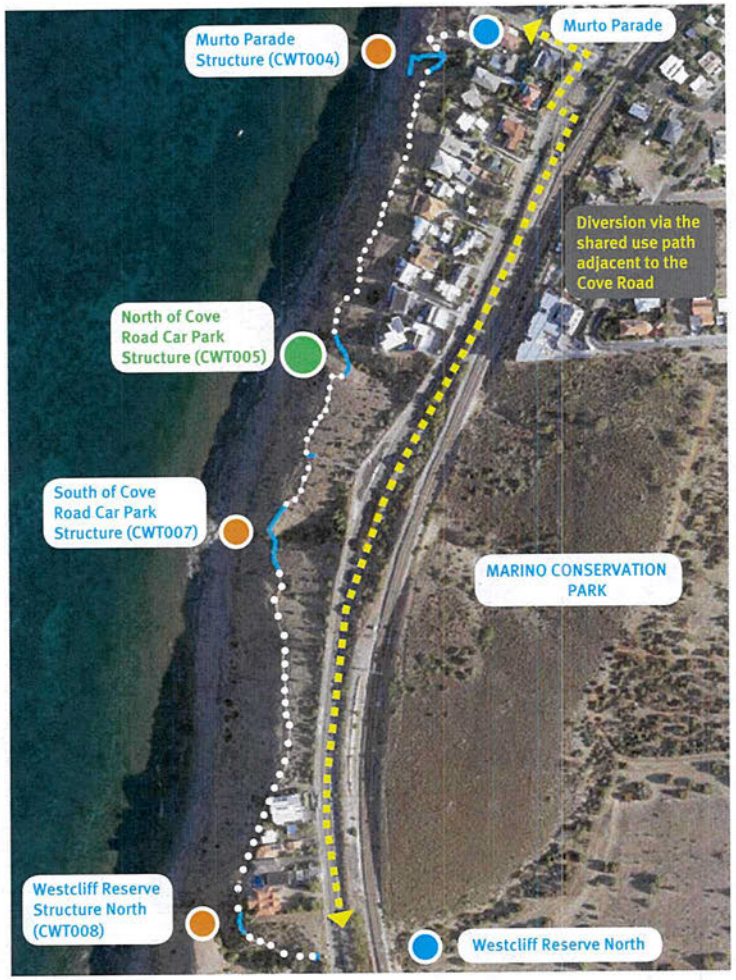
Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT005 | NORTH OF COVE ROAD CAR PARK STRUCTURE



Investigation Findings

The investigations found that additional underpinning of the footings and structural bracing was required to provide additional support to the structure. In addition, erosion of the gully and footings due to stormwater have caused footings to be undermined and require protection treatments.

Cost Estimate

Investigation = $14,000

Estimated Repair = $27,000

Description

- Footings required underpinning
- Bracing work required on small section of the structure
- Minor scour protection works near the footings

Programming and Planning Considerations

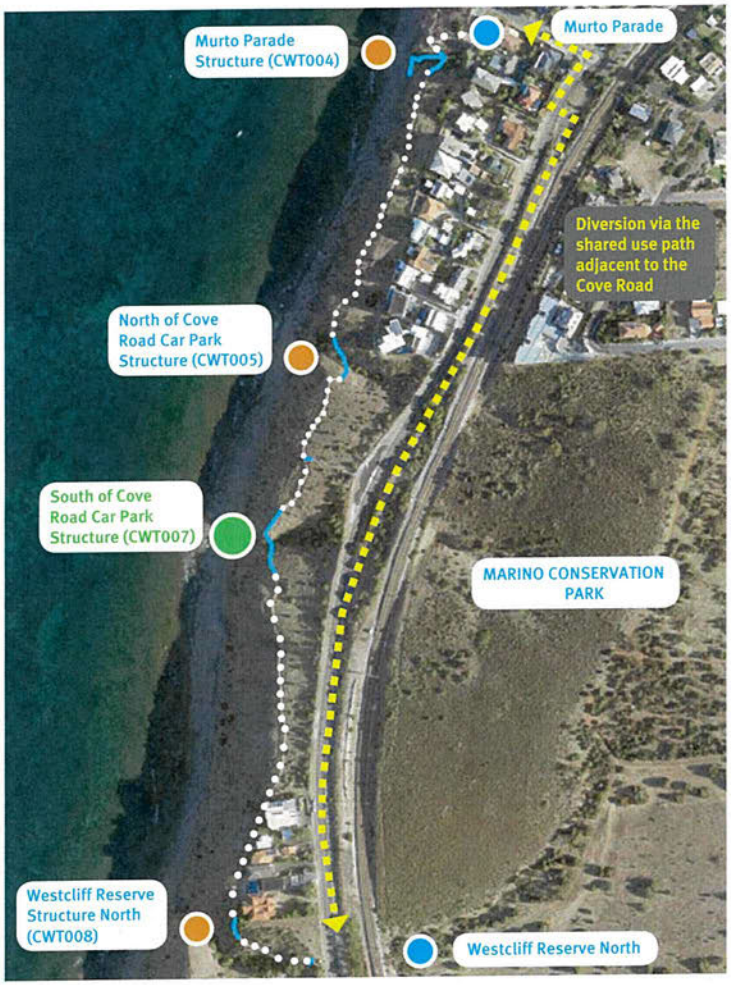
Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT007 | SOUTH OF COVE ROAD CAR PARK STRUCTURE



Investigation Findings

The investigations found that additional underpinning of the footings and structural bracing was required to provide additional support to the structure. In addition, erosion of the gully and footings due to stormwater have caused footings to be undermined and require protection treatments.

Cost Estimate

Investigation = $16,000

Estimated Repair = $21,000

Description

- Footings required underpinning
- Bracing work required on small section of the structure
- Minor scour protection works near the footings

Programming and Planning Considerations

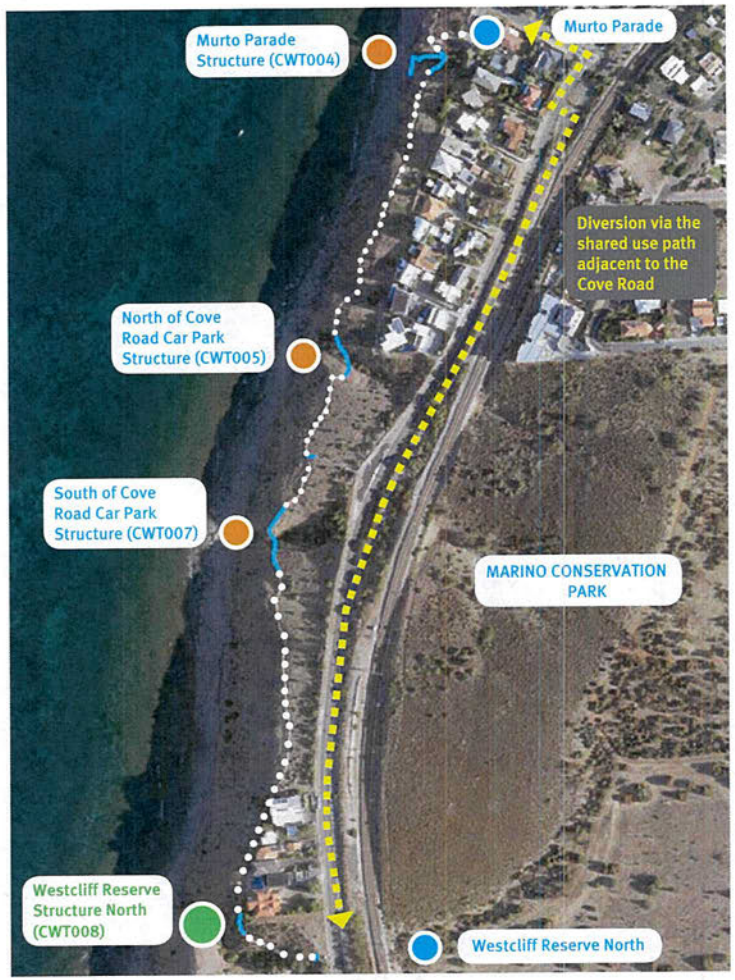
Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT008 | WESTCLIFF RESERVE STRUCTURE NORTH



Investigation Findings

The investigations found that additional bracing is required

Cost Estimate

Investigation = $12,000

Estimated Repair = $5,000

Description

- Bracing work required on a small section of the structure

Programming and Planning Considerations

Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT010 | WESTCLIFF RESERVE STRUCTURE SOUTH

Investigation Findings

The investigations found that additional underpinning of the footings and structural bracing was required to provide additional support to the structure. In addition, erosion of the gully and footings due to stormwater have caused footings to be undermined and require protection treatments.

Cost Estimate

Investigation = $15,000

Estimated Repair = $18,000

Description

- Footings required underpinning
- Bracing work required on small section of the structure
- Minor scour protection works near the footings

Programming and Planning Considerations

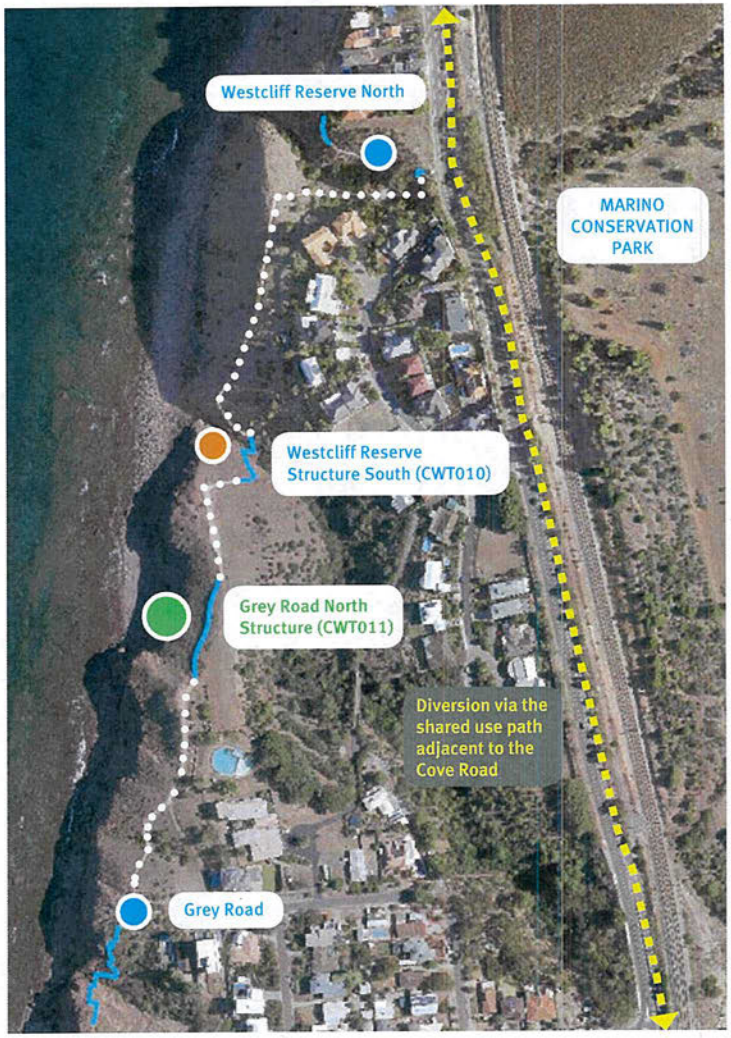
Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT011 | GREY ROAD NORTH STRUCTURE



Investigation Findings

The investigations found that additional underpinning of the footings was required to provide additional support to the structure.

Cost Estimate

Investigation = $15,000

Estimated Repair = $2,000

Description

- Footings required underpinning

Programming and Planning Considerations

Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT012 | GREY ROAD SOUTH GULLY STRUCTURE

Investigation Findings

In order to make an assessment of the feasibility and how it might be possible to repair these gully structures in their current form, further investigations are required into the composition and stability of the existing footings and adjacent slopes.

Cost Estimate

Investigation = TBD

Estimated Repair = TBD

Description

TBD

Programming and Planning Considerations

TBD

Notes on Asset Life

TBD

CWT013 | NUNGAMOORA STREET NORTH STRUCTURE

Investigation Findings

The investigations found that additional bracing is required

Cost Estimate

Investigation = $15,000

Estimated Repair = $5,000

Description

- Bracing work required on a small section of the structure

Programming and Planning Considerations

Repair works are scheduled for Dec/Jan 2020.

Notes on Asset Life

The repair will likely provide this structure an additional 10 years of useful life.

It has also been highlighted by the structural engineer consultant that a Level 3 structural inspection is to be undertaken every 2 years to monitor the condition of the structure.

CWT014 & CWT015 | KURNABINNA GULLY STRUCTURE

Investigation Findings

In order to make an assessment of the feasibility and how it might be possible to repair these gully structures in their current form, further investigations are required into the composition and stability of the existing footings and adjacent slopes.

Cost Estimate

Investigation = TBD

Estimated Repair = TBD

Description

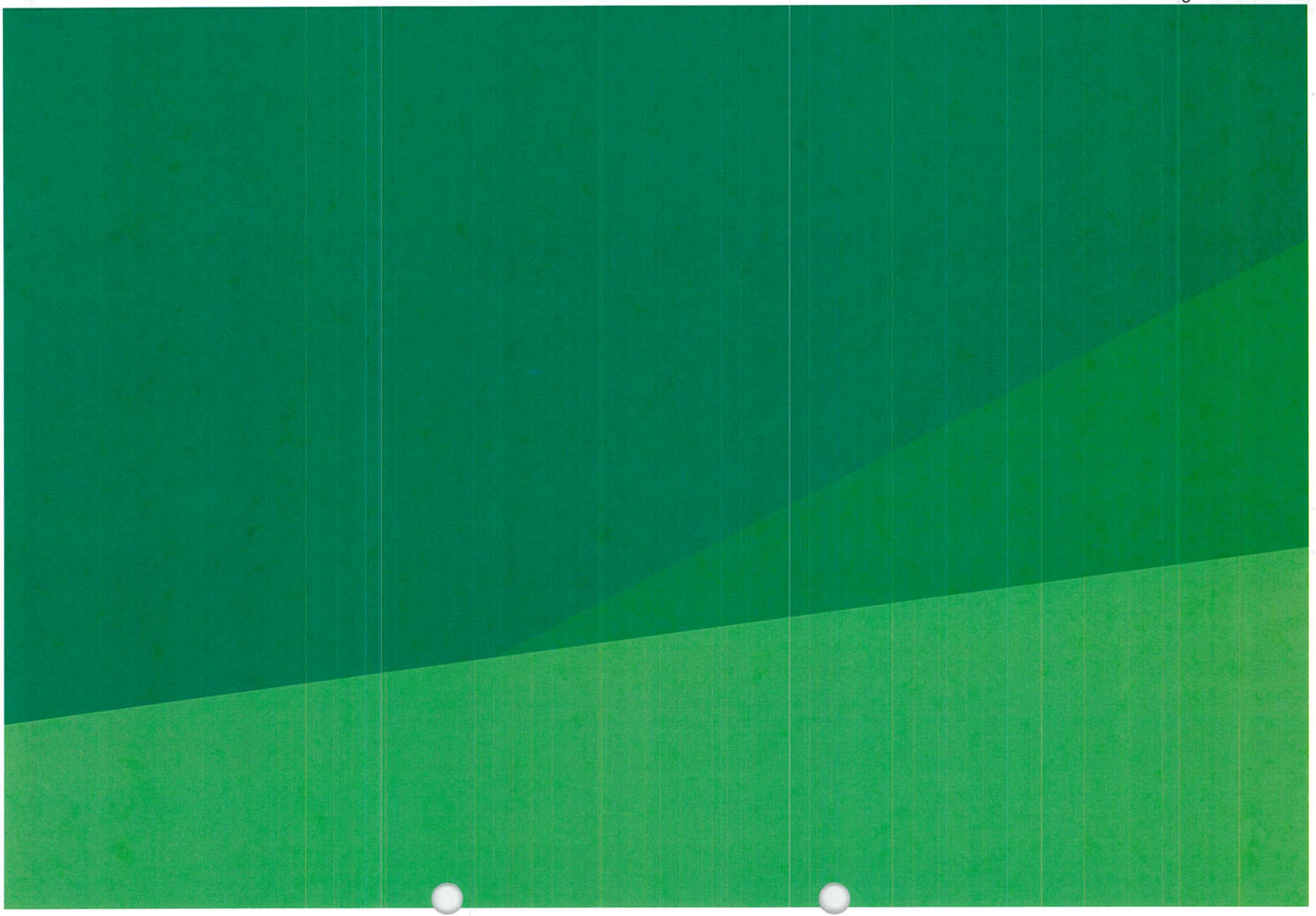
TBD

Programming and Planning Considerations

TBD

Notes on Asset Life

TBD



CITY OF MARION

Coastal Walkway Investigations and Repairs Report

November 2019

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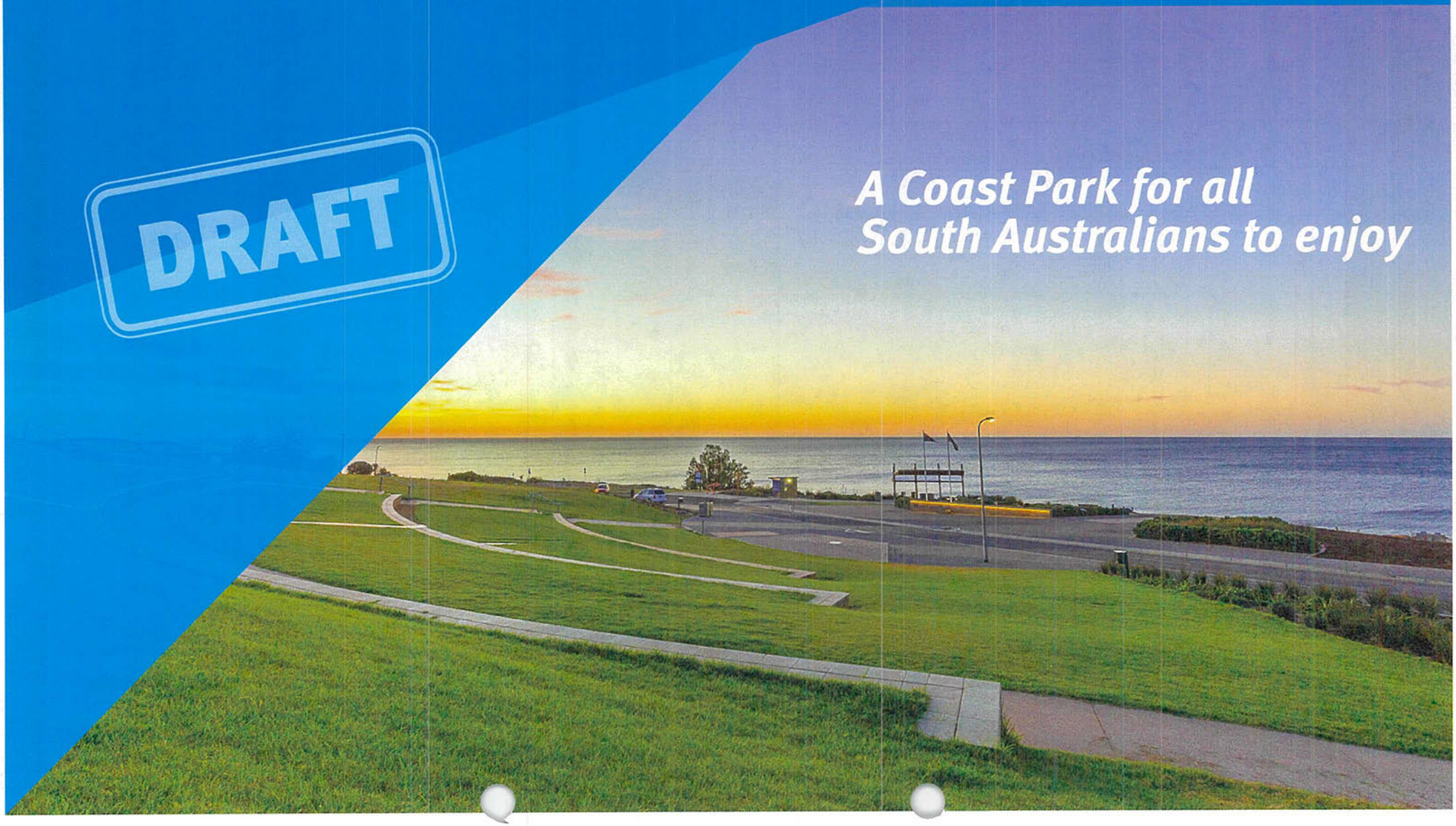
Coastal Walkway Plan

CITY OF MARION

DRAFT

A Coast Park for all South Australians to enjoy



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CITY OF MARION

EXECUTIVE SUMMARY

Coast Park is a State Government initiative to develop a 70 km linear park along the Adelaide metropolitan coastline from Sellicks Beach to North Haven.

The City of Marion Coastal Walkway is a highly valued and well used community asset which attracts visitors into the region and contributes to the liveability of the City.

The City of Marion coastline includes topographical and geological features that limit opportunities to develop a shared use path for the full length of the coast and is recognised by the State Government.

This City of Marion Coastal Walkway Plan provides an overview of the status of the delivery of the Coastal Walkway and a forward plan for Cell renewal, possible realignment and cost analysis.

For the purpose of this plan the Coastal Walkway has been separated into a twelve Cell stage approach.

The Coastal Walkway Plan will be reviewed every 5 years.

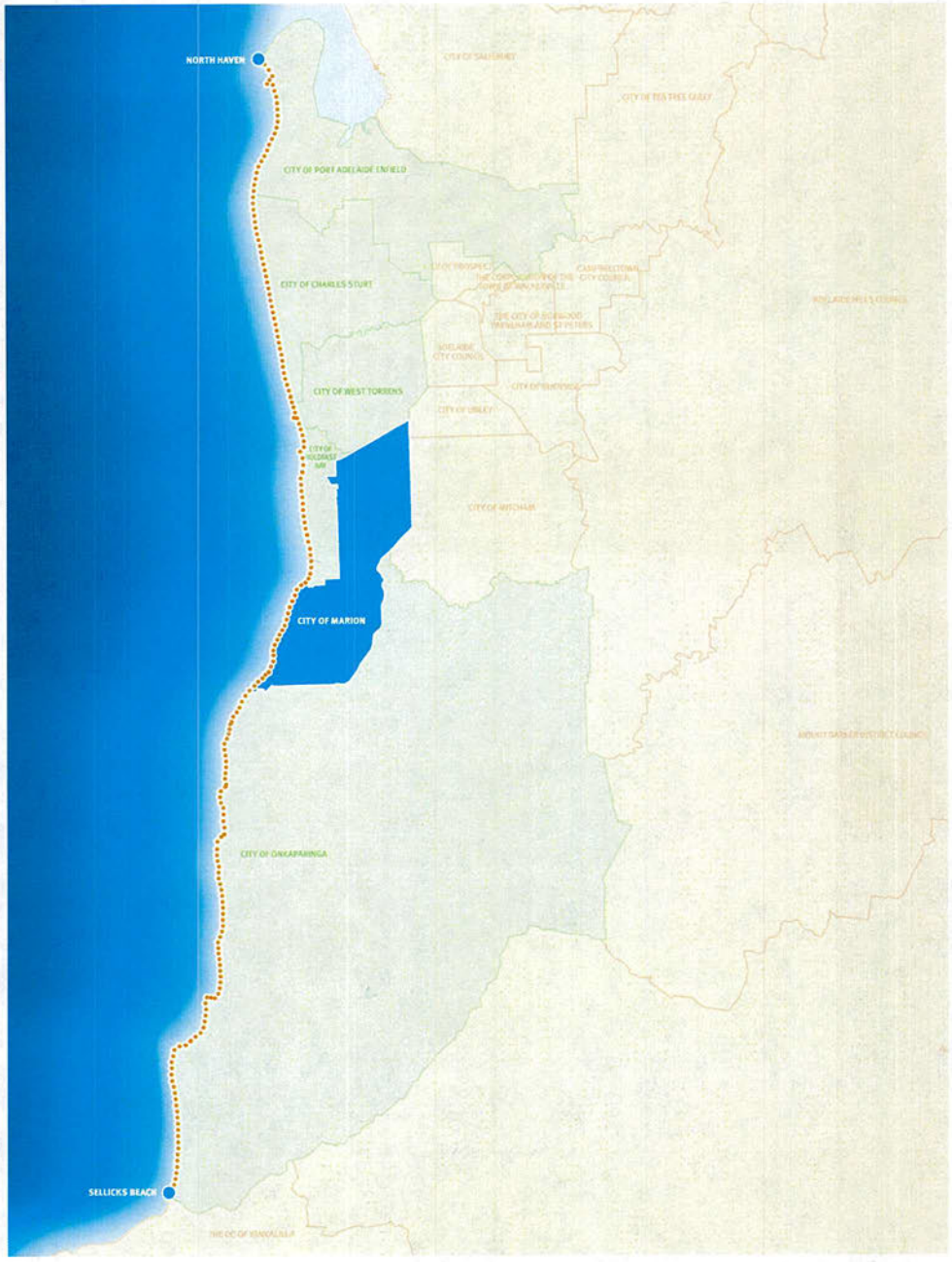
BACKGROUND

The Coastal Walkway from Marino to Hallett Cove commenced construction in the mid to late 1990's. The walkway today is a highly valued and well used community asset which attracts visitors into the region and contributes to the liveability of the City.

The broader Adelaide Metropolitan Coast Park Plan extends along Adelaide's coastline from Sellicks Beach to North Haven, with the City of Marion Coastal Walkway providing a 7.2km section between Marino and Hallett Cove.

In addition to the stunning geological formations, native coastal vegetation and sites of indigenous cultural significances, the City of Marion Coastal Walkway contains structures (stairways secured to cliff faces, boardwalks and bridges), pathways at ground level, lookouts and other surrounding public infrastructure such as bins, signs, artwork and benches.

The walkway was initially constructed with limited planning considerations to justify alignment and documented designs.



ALIGNMENT

State Government:

The City of Marion's Coastal Walkway Plan is Council's approach to the delivery of the State Government's Adelaide Metropolitan Coast Park Concept Plan (2001).

Coast Park forms part of the state government's open space strategic direction and supports the 30 Year Plan for Greater Adelaide targets of Getting Active (Target 3) and Walkable Neighbourhoods (Target 4).

Coast Park aligns with the following 20 Year Plan's Policy themes:

- **Health, well-being and inclusion:**
  Create greenways in transit corridors, along major watercourses, linear parks, the coast and other strategic locations to provide walking and cycling linkages.
- **Open space, sport and recreation:**
  Provide for a Greater Adelaide open space framework that builds on the Metropolitan Open Space System (MOSS) to create quality open space across the region. The open space will feature urban forest and parks, watercourse and coastal linear parks, trails, greenways, shared use paths and green buffers, and sustainable recreation and sporting facilities.

City of Marion:

The City of Marion's lead strategic document 'City of Marion Strategic Plan' identifies key objectives that are supported by the continued improvement of the Coast Park (Coastal Walkway).

The City of Marion Coastal Walkway Plan is prepared under the direction of four organisational themes of our Community Vision:

- **Liveable:**
  Enhancement of community living, assists in creating vibrant community facilities and open spaces.
- **Valuing Nature:**
  Promotes biodiversity (plants and animals on public or private land, coastal area and marine development), and improves opportunities for people to play in open spaces and interact with nature.
- **Engaged:**
  Encourages the community to be engaged and empowered to influence the improvement of their own neighbourhood.
- **Connected:**
  Enhanced ability for social interaction, improves movement across the city, enhances walking path connections across the city.

STRUCTURAL ASSESSMENTS & INVESTIGATIONS

The City of Marion Coast Park contains a walking trail consisting of sections of elevated timber walkways and areas of gravel path.

Twelve elevated timber walkway structures along the walkway were rated as high risk, due to the lack of information on the adequacy of the footings. It was recommended that intrusive investigations involving earthworks, geotechnical inspections and structural assessments be undertaken to determine the condition of repair and / or replacement options.

Approximately 560 footings were inspected across the twelve large timber structures. Due to the age of the asset, a management plan to manage these structures for the next 10 years has been developed.

COMMUNITY CONSULTATION

A proactive communications approach has been undertaken to inform the community and broader stakeholders of any decisions of Council and will continue to keep the community and key stakeholders up to date with future developments.

The emphasis has been on informing the community of safety precautions, diversions, structural assessments, plus current and historical information surrounding:

- Vegetation
- Fencing
- Hooded Plovers
- Signage
- Dogs
- Shoreline accessibility
- Dunes
- Bridge Connections
- Proposed Locations / Preferred Alignments
- Native Flora & Fauna
- Risk & Injury
- Tourism
- Recreation & Health Benefits
- Cultural Significance

Coastal Walkway Update

First walkway sections set to re-open

Two sections of the Coastal Walkway are set to be re-opened as Marion Council continues to assess and repair the 20-year-old structure.

What's Council doing to fix it?

Council has engaged structural engineers who are progressively inspecting 560 footings and the wooden structures across 12 sites between Marino Esplanade and Peera Street, Hallett Cove.

Investigations have involved earthworks, geotechnical inspections and an assessment of each structure to determine its condition before repairs are made.

Council considered an update on engineering investigations on 24 September.

The update outlined:

- All sites surveyed and that the GPS location of each footing has been recorded
- Investigations into the condition of footings at five sites along the trail
- Progress of slope stability assessments
- Overall structural assessment to determine if sections can be reopened, repaired, or possibly replaced will be considered

The investigations concluded the coastal cliffs are a fragile environment for the walkway.

Stormwater runoff combined with erosion and climate change have had an extreme impact on the structures' footings.

A detailed report will be brought to Council in November, including the cost of future repair work and when the sections are likely to be re-opened.

CITY OF MARION

How to stay informed
Look out for information updates on the City of Marion website, Facebook page, and in the Coast City Weekly.

Call Customer Service on 8375 6600

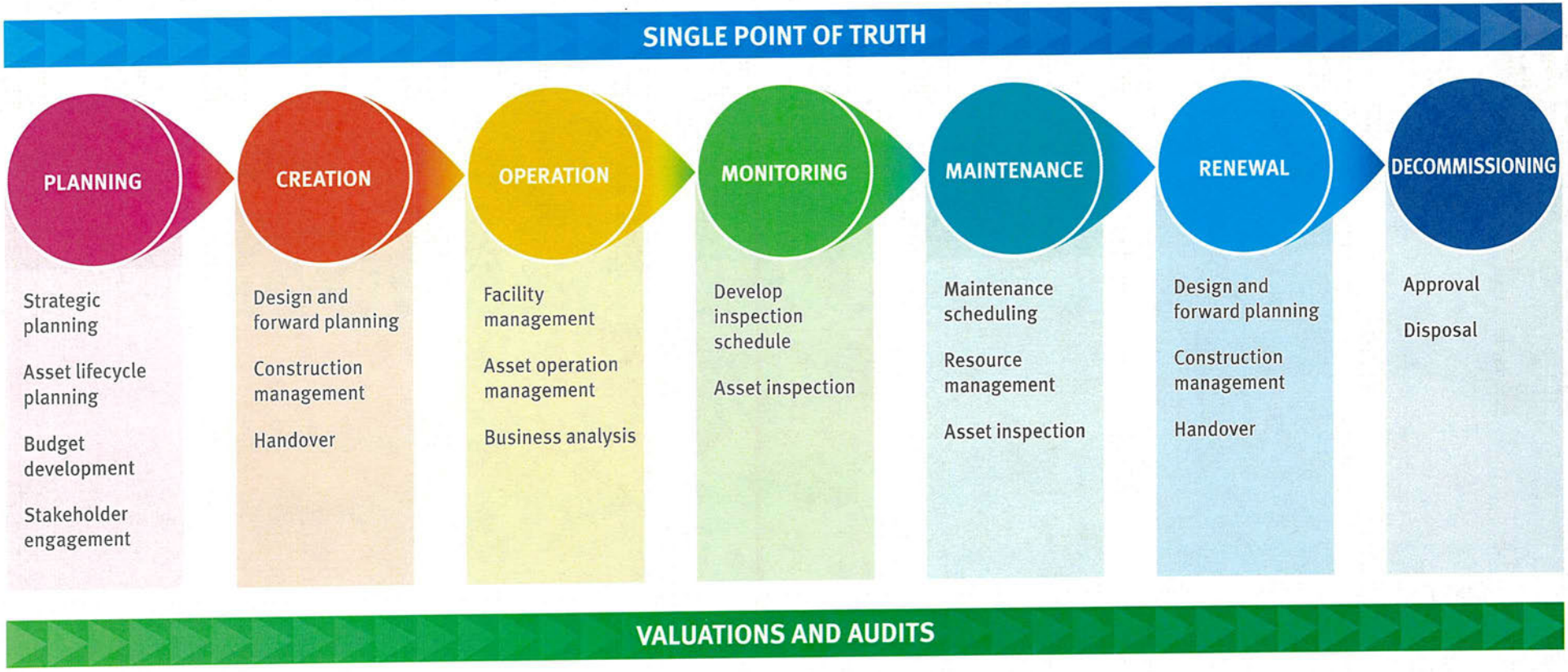
View the webpage www.marion.sa.gov.au/coastal-walkway

Follow us on facebook City of Marion

Email us coastalwalkwayupdate@marion.sa.gov.au

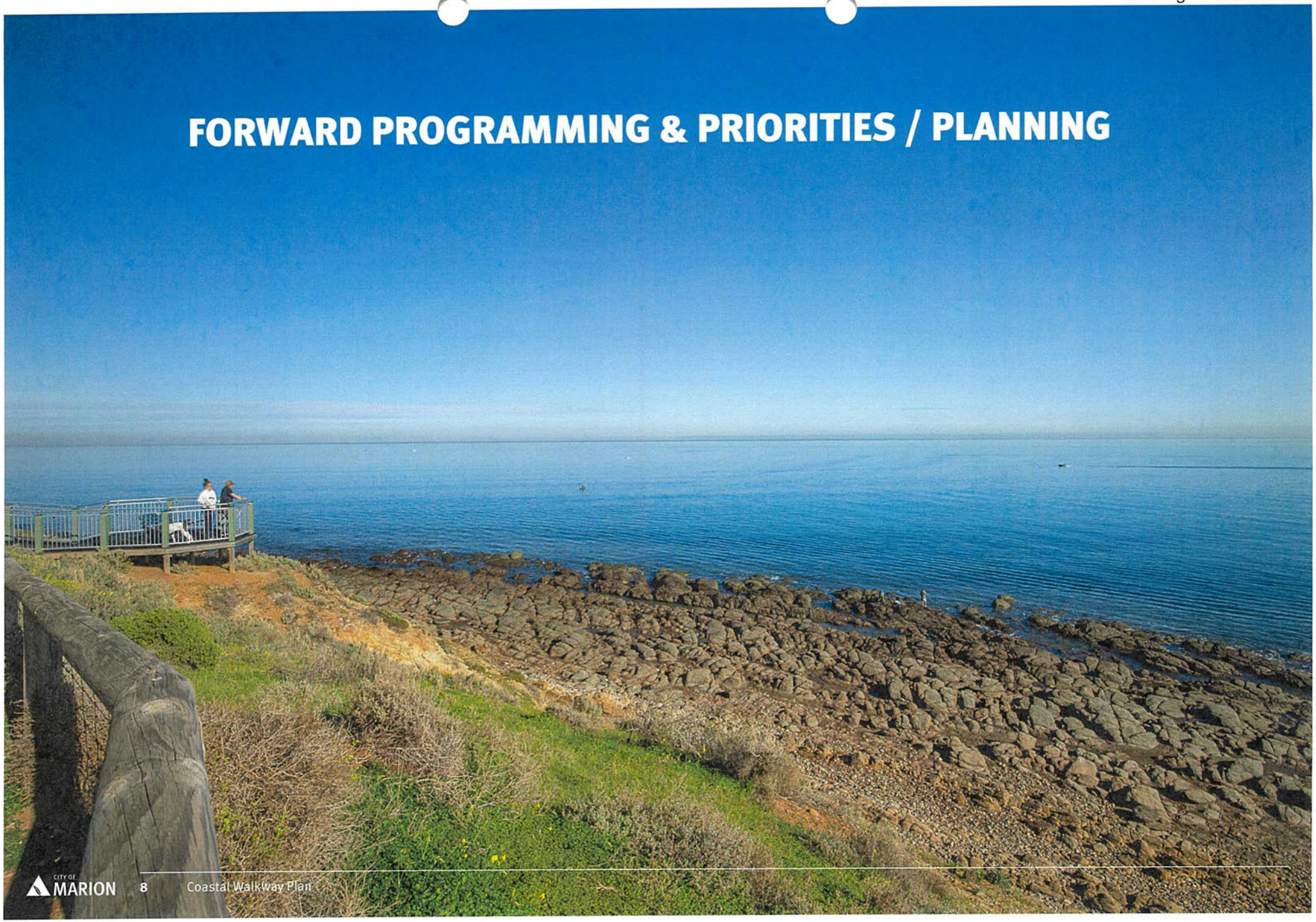
COASTAL WALKWAY ASSET MANAGEMENT LIFECYCLE

The Asset Management Lifecycle describes how the asset is 'looked after', both on a day-to-day basis (operational, monitoring and maintenance) and in the medium-to-longterm (planning, creation, renewal and disposal).



Renewal of an asset occurs when the asset has reached the end of its useful life and can no longer provide its intended service to the community. Renewal replaces the asset with another that maintains the existing services to the community.

FORWARD PROGRAMMING & PRIORITIES / PLANNING



COSTING ANALYSIS

The following information provides programming, Cell priorities and costing for the renewal of the City of Marion Coastal Walkway.

Cost Estimate

Cost estimates have been based on the replacement of existing infrastructure at existing locations with new and improved materials.

Location Summary

Location				Timeframe	Total Cost	Est. Total Cost Stage 1 & Stage 2
1	STAGE 1	CELL 6	Kurnabinna Gully	2020–2021	$1,820,293.15	
		CELL 10	Field River	to	$572,081.85	
2	STAGE 2	CELL 5	Grey Road Gully	2023–2024	$2,488,833.00	
						$4,881,208.00

Location				Timeframe	Total Cost	Est. Total Cost Remaining Stages
3	STAGE 3	CELL 3	Cove Road Lookout	2024–2025 to 2034–2035	$2,589,063.00	
4	STAGE 4	CELL 4	Westcliff		$2,186,925.00	
5	STAGE 5	CELL 1	The Holdfast Link		$1,288,360.00	
6	STAGE 6	CELL 7	Fryer Street		$261,609.50	
7	STAGE 7	CELL 2	Marino Rocks		$1,339,793.00	
8	STAGE 8	CELL 11	Hallett Headland		$913,967.00	
9	STAGE 9	CELL 12	The Onkaparinga Link		$174,737.00	
10	STAGE 10	CELL 9	Heron Way		$875,237.00	
						$9,629,691.50
					ESTIMATED TOTAL COST	$14,510,899.50

*All costing incorporates CPI increases.

***Specifically Excluded Items within Project Renewal Cost Scope:**

- Realignment of walkways and bridges, i.e. replacement as per current configuration
- Removal and replacement of any dune silt fences required for access to structure and pathways
- Stormwater infrastructure replacement
- Surrounding areas soil erosion remediation or revegetation
- DDA compliance requirements

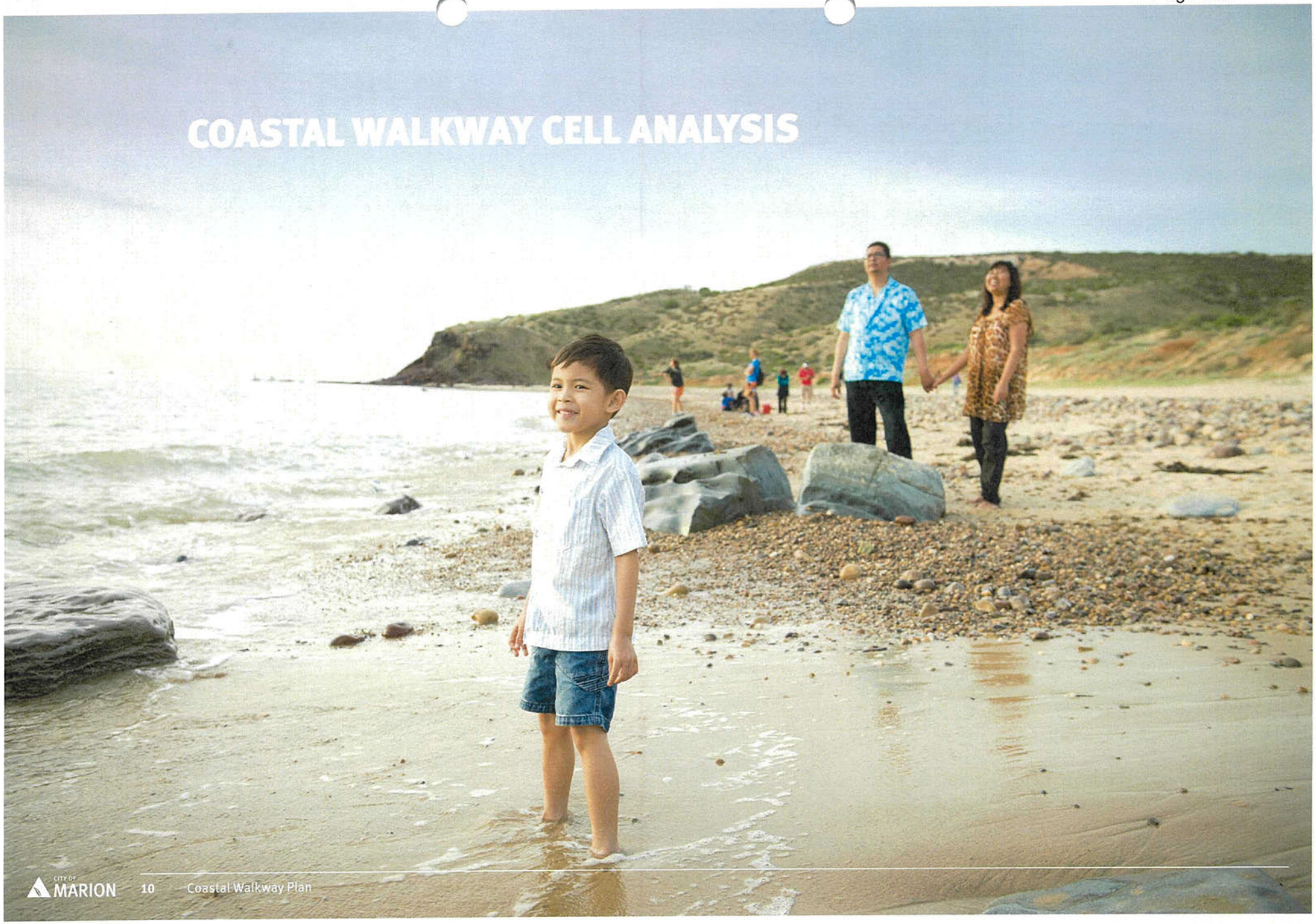
Notes on Costing:

- Higher contingency allowed in estimate for projects that are yet to commence planning

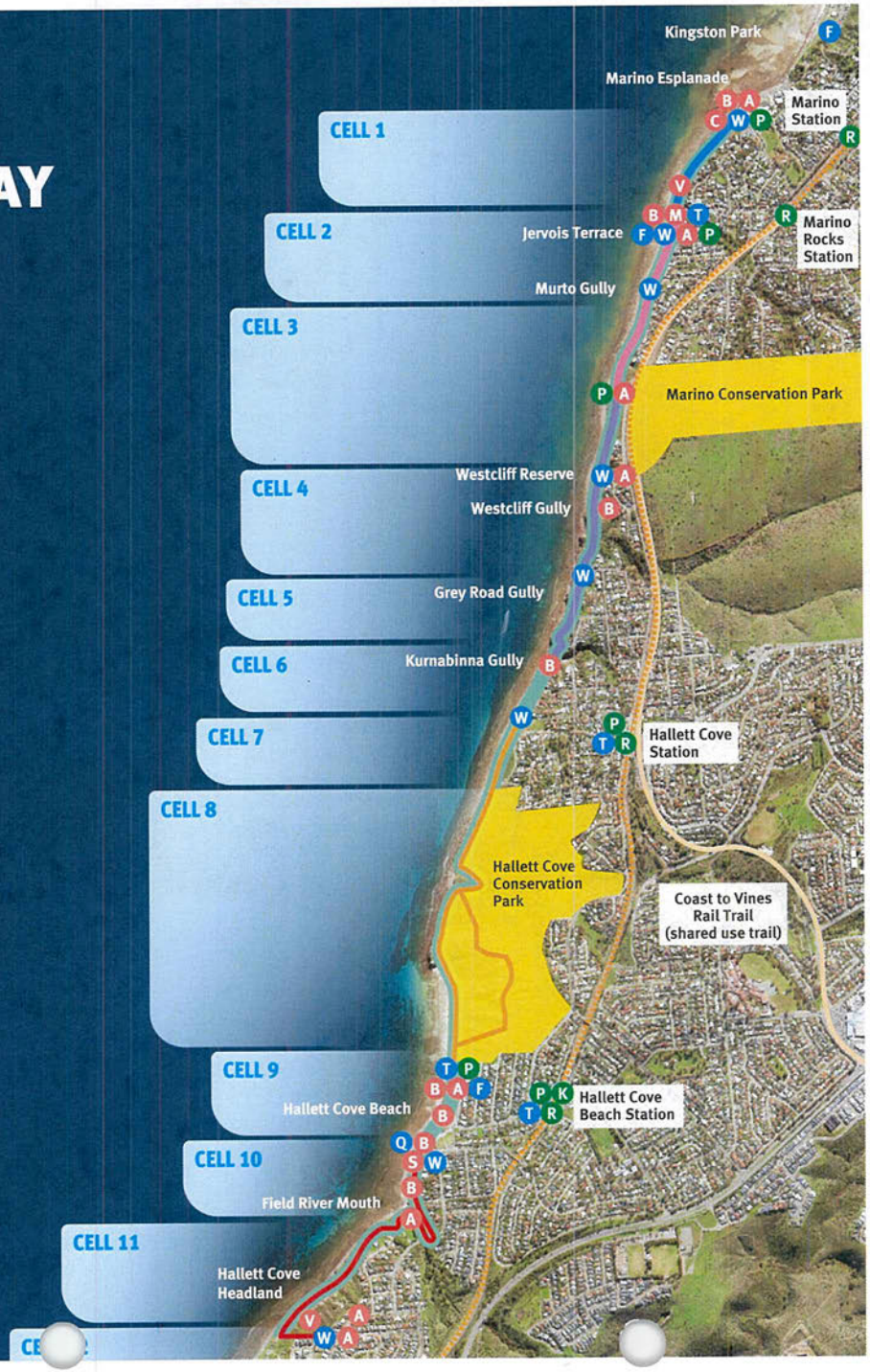
Notes:

- Timing is indicative and subject to many variables including funding, land access and design complexity
- Cost estimates are high level and will change as designs progress and certainty increase

COASTAL WALKWAY CELL ANALYSIS



COASTAL WALKWAY CELL LOCATION



Aerial photo courtesy of Aerometrex

NORTH

Key

Transport
- R Railway Station
- K Bike cage
- P Parking

Utilities/food
- T Toilet
- Q BBQ
- W Drinking fountain
- F Café

Landmarks
- B Beach access
- M Marino mosaics
- V Viewing platform
- A Access to trail
- C Contemplation artwork
- S Commemorative space

- Walk 1: The Art Walk
- Walk 2: The Murto Gully Walk
- Walk 3: The Kurnabinna Walk
- Walk 4: The Geology Circuit
- Walk 5: The Headland Walk
- Walk 6: The Marion Coast Park Walk
- Coast to Vines Rail Trail (shared use trail)
- Railway line

CELL 1 | THE HOLDFAST LINK | 0.65KM

Scope

Shared use trail 0.65km in length that commences on the City of Holdfast & City of Marion council boundaries at the end of Burnham Rd, Marino.

Adjacent the 'Contemplation' artwork the trail consists of a paved footpath before turning to gravel and concludes at the Marino Rocks Ramp within the carpark.

Cost Solution

$1,288,360.00

Includes: viewing platforms, walkways, pathways, retaining walls and barriers
*Cost estimated - to be confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Shared use paved and gravel surfaced trail with timber viewing platform and timber ramp leading to Marino Rocks carpark.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment. High probability that Aboriginal cultural activity would have existed due to Tjilbruke Spring located at Kingston Park Coastal Reserve in the City of Holdfast further north.
- **Biodiversity:** Some remnant coastal vegetation present linking with private property boundaries.

Programming and Planning Considerations

- **Access Node Connectivity:** The shared use trail has linkages at both the northern and southern ends and a shared use gravel path linking Shaftesbury Tce
- **Natural Element Remediation:** Some areas of moderate erosion along trail and adjacent viewing platform.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control.
- **Kaurna Heritage:** No registered Kaurna Heritage sites
- **Access Considerations:** Access is good at either end of the Cell for vehicles and machinery.

Recommendation (high / medium / low priority)

Medium Priority

Current Asset Management Lifecycle Status

CELL 2 | MARINO ROCKS | 0.5KM

Scope

Shared use trail 0.5km in length adjacent Marine Parade.

Cost Solution

$1,339,793.00

Includes: walkways, pathways and barriers

*Cost estimated - to be confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Paved footpath with one flexipaved timber trail structure north of Murto Road.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Some remnant coastal vegetation present on cliff face side of shared use trail.

Programming and Planning Considerations

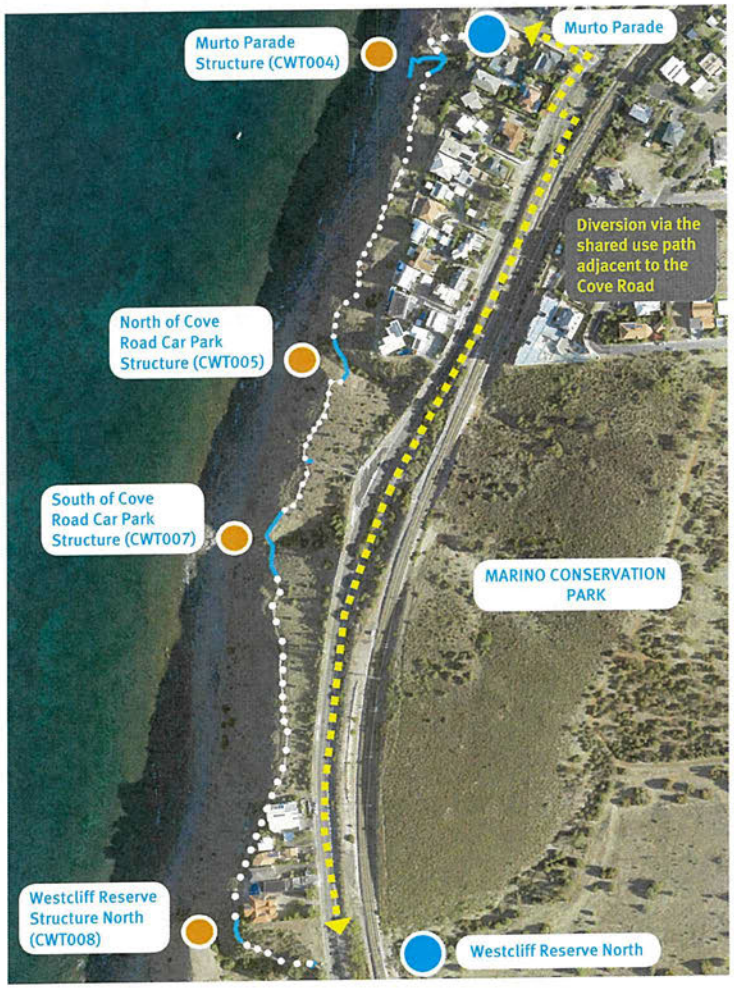
- **Access Node Connectivity:** Due to this trail being alongside Marine Parade, access can be made via Emma Street, Allen Street, Murto Road and at either end of the Cell.
- **Natural Element Remediation:** Some areas of moderate erosion linked to SA Water concrete platform structure off of Marine Parade.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** Access is good throughout this Cell for vehicles and machinery.

Recommendation (high / medium / low priority)

Low Priority

Current Asset Management Lifecycle Status

CELL 3 | COVE ROAD LOOKOUT | 0.95KM



Scope

0.95km of shared use trail dependant on renewal considerations.

Cost Solution

$2,589,063.00

Includes: bridges, walkways, ramps, decommissioning beach access, stairs, landings, barriers and pathways.
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Combination of natural rocky ground surface, timber structured staircases and bridges and newly replaced Fibre Reinforced Polymer steps / platforms. Beach access from CWT004 timber structure is to be decommissioned.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Significant coastal heath vegetation to be protected and conserved.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can be made from Murto Road and links occur from both Cove Road carpark and Westcliff Reserve in the southern portion of the Cell.
- **Natural Element Remediation:** Severe erosion occurring within Murto Road gully due to stormwater outlet. Minor repairs of steps utilising FRP due to water erosion. Further works needed.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** Access is not possible throughout this cell for vehicles and heavy machinery.

Recommendation (high / medium / low priority)

High Priority

Current Asset Management Lifecycle Status

CELL 4 | WESTCLIFF | 0.63KM

Scope

0.63km of shared use trail incorporating superb coastal view lookout opportunities

Cost Solution

$2,186,925.00

Includes: stairs, landings, pathways and barriers.
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Combination of natural rocky ground surface, timber structures and steps with some replaced Fibre Reinforced Polymer trail platforms.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Some native vegetation needing to be considered throughout coastal cliff zone & within gully alignment.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can only be made from Westcliff Reserve north off of Cove Road, Hallett Cove
- **Natural Element Remediation:** Some surface erosion present throughout gully adjacent CWT010.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** Access is not possible throughout this cell for vehicles and heavy machinery.

Recommendation (high / medium / low priority)

Medium Priority

Current Asset Management Lifecycle Status

CELL 5 | GREY ROAD GULLY | 0.25KM

Scope

0.25km of shared use trail dependant on renewal considerations and realignment

Cost Solution

$2,488,833.00

Includes: walkways, stairs, landings, pathways and barriers.
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Combination of natural ground surface with large timber structure bridge network across Grey Road gully and timber steps.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Some native vegetation needing to be considered throughout coastal cliff zone & within gully alignment.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can only be achieved from the south via Nungamoora Street Laneway. Proposed trail realignment needing investigation.
- **Natural Element Remediation:** Major erosion concerns within Grey Road gully due to stormwater pipeline outlets and hard surface runoff. Major topsoil erosion issues. Loss of vegetative cover.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites
- **Access Considerations:** Access is not possible throughout this cell for vehicles and heavy machinery.

Recommendation (high / medium / low priority)

High Priority

Current Asset Management Lifecycle Status

CELL 6 | KURNABINNA GULLY | 0.45KM

Scope

0.45km of shared use trail dependant on renewal considerations and realignment

Cost Solution

$1,820,293.15

Includes: walkways, stairs, landings, decommissioning beach access, ratianing walks, information boards, pathways and barriers.
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Combination of natural ground surface with large timber structure bridge network across Kurnabinna Road gully
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Some native vegetation needing to be considered throughout coastal cliff zone & within gully alignment.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can only be achieved from The Esplanade from the south and Nungamorra Street in the north with some informal trails linking through Kurnabinna Road gully. Proposed trail realignment needing investigation.
- **Natural Element Remediation:** Major erosion concerns within Kurnabinna Road gully due to stormwater pipeline outlets, hard surface runoff and residential development adjacent gully edge. Major topsoil erosion issues. Loss of vegetative cover.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell. Fuel management is currently being considered and managed throughout the gully and adjacent private property boundaries.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** Access is not possible throughout this cell for vehicles and heavy machinery.

Recommendation (high / medium / low priority)

High Priority

Current Asset Management Lifecycle Status

CELL 7 | FRYER STREET | 0.5KM

Scope

0.5km of shared use trail

Cost Solution

$1,339,793.00

Includes: pathways, stairs and barriers
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Primarily natural ground surface and some minor timber steps with paved footpath segment adjacent The Esplanade, Hallett Cove.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment. Significant Aboriginal Cultural Heritage has been recorded in the adjacent Hallett Cove Conservation Park (DEW) - Cell # 8.
- **Biodiversity:** Some native vegetation needing to be considered throughout coastal cliff zone & within gully alignment.

Programming and Planning Considerations

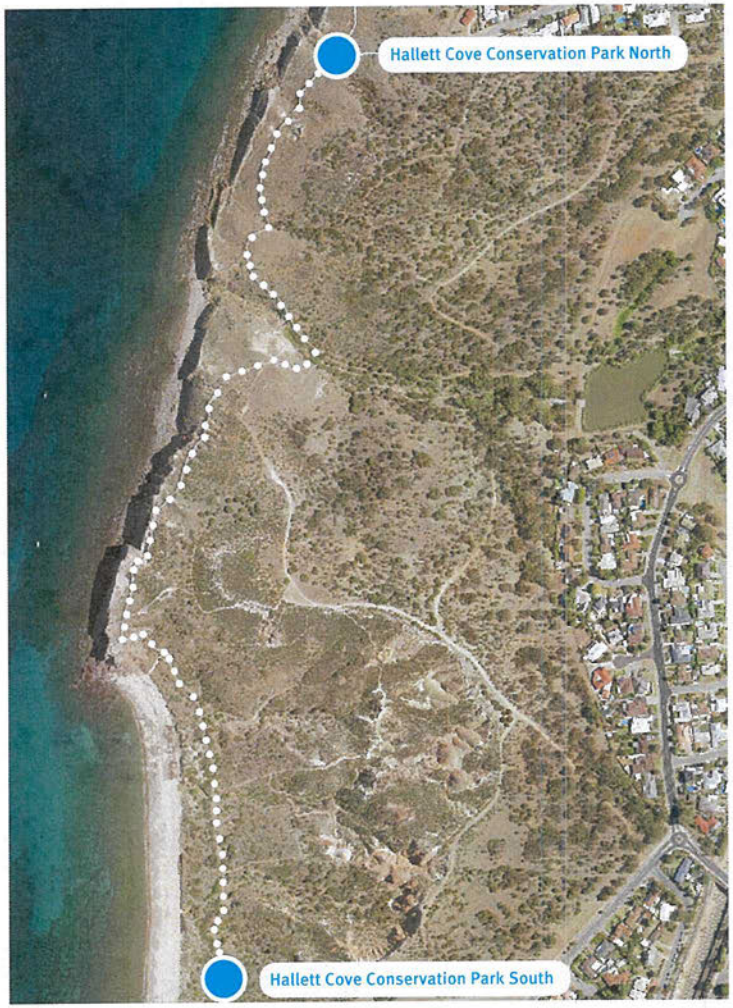
- **Access Node Connectivity:** Access can be achieved from The Esplanade, via Fryer Street Reserve, Clifftop Crescent and from the Hallett Cove Conservation Park (DEW) - Cell # 8.
- **Natural Element Remediation:** Major erosion concerns within Kurnabinna Road gully due to stormwater pipeline outlets, hard surface runoff and residential development adjacent gully edge. Major topsoil erosion issues. Loss of vegetative cover.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** Access is good throughout this Cell via The Esplanade, Fryer Street Reserve and Clifftop Crescent.

Recommendation (high / medium / low priority)

Medium Priority

Current Asset Management Lifecycle Status

CELL 8 | HALLETT COVE CONSERVATION PARK (DEW) | 1.48KM



Scope

1.48km of shared use trail

Cost Solution

Not Council owned Land

Description

- **Existing Infrastructure:** Structured timber boardwalk throughout shared use trail incorporating sealed trail
- **Aboriginal Cultural Heritage:** Significant Aboriginal Cultural Heritage
- **Biodiversity:** Significant, protected, remnant native vegetation

Programming and Planning Considerations

- **Access Node Connectivity:** Access can be achieved Clifftop Crescent (Cell # 7), South Ave and Heron Way (Cell # 9)
- **Natural Element Remediation:** N/A
- **Biodiversity Management:** Refer to Department for Environment and Water website
- **Kaurna Heritage:** Significant Kaurna Heritage
- **Access Considerations:** N/A

Recommendation (high / medium / low priority)

Not Council owned Land

Note: The Hallett Cove Conservation Park is owned and maintained by Department for Environment and Water (DEW). Council will continue to communicate with the State Government Department around the Coastal Walkway linkages.

Current Asset Management Lifecycle Status

HALLETT COVE CONSERVATION PARK (*DEPARTMENT FOR ENVIRONMENT AND WATER)

CELL 9 | HERON WAY | 0.4KM

Scope

0.4km of shared use trail

Cost Solution

$875,237.00

Includes: walkways, stairs, landings, pathways, stairs and barriers
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Sealed shared use trail incorporating playspace, BBQ facilities and amenity plantings.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Some native coastal vegetation to be considered throughout this Cell segment.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can be achieved north through the Hallett Cove Conservation Park and via the Boatshed Cafe, on Heron Way. An access pathway network feeds the Coastal Walkway through the playspace from the corner of Heron Way and Dutchman Drive. There are several beach access paths leading from this trail.
- **Natural Element Remediation:** Natural remediation has been primarily addressed during the Heron Way Res upgrade
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** Access is good throughout this Cell via Heron Way.

Recommendation (high / medium / low priority)

Low Priority

Current Asset Management Lifecycle Status

CELL 10 | FIELD RIVER | 0.85KM

Scope

0.85km of varied trail system

Cost Solution

$572,081.85

Includes: stairs, landings, pathways, stairs, furniture and barriers.
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Informal trail features including gravel adjacent Heron Way to structured timber steps leading onto beach access. Some formalised paved footpath segments from River Parade to Cormorant Drive exist. Beach trail includes traversing rocks infront of dune system.
- **Aboriginal Cultural Heritage:** Aboriginal cultural heritage report completed. Registered Aboriginal sites exist.
- **Biodiversity:** Some native coastal and riparian vegetation to be considered throughout this Cell segment. Hooded Plover nesting site exists during certain periods of the year.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can be achieved from Cormorant Drive, Osprey Court, River Parade and from the northern entrance on Heron Way.
- **Natural Element Remediation:** Remnant sand dune on the Field River Mouth needs protection when considering possible trail realignment. Rock revetment works to be considered at front of dune system.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** Registered Aboriginal heritage sites.
- **Access Considerations:** Limited access through the majority of this Cell. Good access to paved trail segment off of Cormorant Drive, River Parade and Osprey Court.

Recommendation (high / medium / low priority)

High Priority

Current Asset Management Lifecycle Status

CELL 11 | HALLETT HEADLAND 1.25KM

Scope

0.85km of varied trail system

Cost Solution

$913,967.00

Includes: walkways, viewing platforms, stairs, pathways and barriers
*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Clifftop gravel / rubble trail with occasional interpretive timber signage platforms with shelters.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Significant remnant coastal / cliff top vegetation is present throughout this Cell. Conservation efforts are a primary objective.

Programming and Planning Considerations

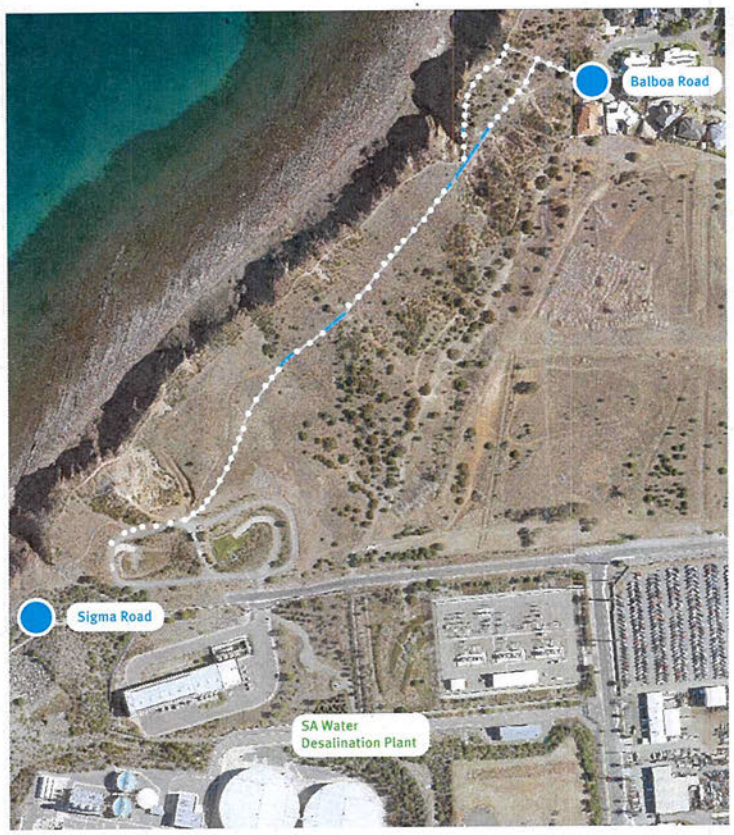
- **Access Node Connectivity:** Access can be achieved from Balboa Drive, Petrel Close trail linkages and via an easement off of Albatross Walk.
- **Natural Element Remediation:** Natural erosional elements exist within Hallett Cove Headland Reserve.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** No machinery or vehicle access throughout this Cell segment.

Recommendation (high / medium / low priority)

Low Priority

Current Asset Management Lifecycle Status

CELL 12 | THE ONKAPARINGA LINK | 0.65KM



Scope

0.65km of shared use trail

Cost Solution

$174,737.00

Includes: pathways and barriers

*Cost estimated - confirmed as design progresses and certainty increases.

Description

- **Existing Infrastructure:** Clifftop gravel / rubble trail with occasional interpretive timber signage platforms with shelters. Some Fibre Reinforced Polymer (FRP) elements have been implemented during maintenance phases.
- **Aboriginal Cultural Heritage:** Unknown Aboriginal cultural heritage throughout this Cell segment.
- **Biodiversity:** Significant remnant coastal / cliff top vegetation is present throughout this Cell. Conservation efforts are a primary objective.

Programming and Planning Considerations

- **Access Node Connectivity:** Access can only be achieved from Sigma Road and via a trail linkage off of Balboa Drive.
- **Natural Element Remediation:** Natural erosional elements exist within Hallett Cove Headland Reserve.
- **Biodiversity Management:** Continued programmed management in place to conserve native flora species & to perform weed control of this protected flora within this Cell.
- **Kaurna Heritage:** No registered Kaurna Heritage sites.
- **Access Considerations:** No access occurs through the majority of this Cell for machinery or vehicles.

Recommendation (high / medium / low priority)

Low Priority

Current Asset Management Lifecycle Status

DESIGN / STANDARDS AND GUIDELINES

*TO BE DEVELOPED through the Asset Management Plan

These documents will guide the standards, materials and furniture to be used throughout the Coastal Walkway. Standards and materials will be a guide only and may vary. Final selection of material palettes will be determined by Cell characteristic.

The Asset Management Plan will detail information about the asset including the provision of an agreed level of service.

The Asset Management Plan (to be reviewed by November 2020) will define the services to be provided, how the services will be provided and funds that are required for service.

This Coastal Walkway Plan will feed into the development of the revised Asset Management Plan.

CITY OF MARION

Coastal Walkway Plan

CONNECT WITH US ONLINE

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245 Sturt Rd
Sturt SA 5047

Tel (08) 8375 6600
Fax (08) 8375 6699
Email council@marion.sa.gov.au

marion.sa.gov.au

ORDER OF AGENDA ITEMS

The Mayor sought and was granted leave of the meeting to vary the order of agenda items and bring forward the item *Coastal Walkway Project GC191126R07* to be considered next on the agenda.

Coastal Walkway Project

Report Reference GC191126R07

Moved **Councillor - Tim Gard** **Seconded** **Councillor - Joseph Masika**

That Council:

1. Notes the final structural investigation findings, repaired and re-opened structures and repair costing and re-opening time frames for the remaining structures (refer Appendix 1).

2. Endorses the draft Coastal Walkway Plan (Appendix 2) including the timing and costing for renewal priorities.

3. Commits up to $2,440,604 towards renewal of Stages 1 and 2 of the Coastal Walkway Plan over the next four years to be funded through Council's Asset Sustainability Reserve Fund, subject to a commitment of $2,440,604 from Federal and/or State Government.

4. Endorses a new FTE position up to Level 6 - $97,280 per annum (adjusted with enterprise agreement) for four years to project manage the implementation of the draft Coastal Walkway Plan subject to funding being secured for Stages 1 and 2.

5. Notes the prioritisation of the remaining renewal stages (2024/25 - 2034/35) along with ongoing operating, maintenance and depreciation costs will be developed within the Coastal Walkway Asset Management Plan for adoption by Council by November 2020.

Carried Unanimously

ORDER OF AGENDA ITEMS

The Mayor sought and was granted leave of the meeting to amend the order of agenda items and bring forward the item *Oaklands Park Precinct - GC19112610* to be considered next on the agenda.

Frequently asked questions
Coastal Walkway

What is the Coastal Walkway?

The walkway forms part of the State Government's Coast Park initiative, which when finished will provide 71km of recreational trails from Sellicks Beach to North Haven.

Why are these works being done?

Council has developed a 15 year plan. This investment focusses on the first three stages for renewal, the Field River and Grey Road and Kurnabinna Gullies.

Safety concerns forced the temporary closure of 2.5km of the 8km walkway walkway last June.

Council reopened more than 2km of this section in January following repairs.

The concept designs have been developed with the aim of protecting the sensitive flora, fauna and cultural heritage of the area. They also seek to provide safe and convenient access to the coastline for local residents and visitors.

Will Council use recycled plastic in materials for the walkway?

Yes - recycled plastics will be used where appropriate while ensuring engineering requirements are met.

What plans does Council have to protect the walkway into the future?

Council will seek to address the impact of stormwater and erosion on the coastal walkway as part of a broader Coastal Walkway Asset Management Plan.

Is there a long-term plan to renew the Coastal Walkway?

Council has developed a long-term plan to completely rebuild the structures, which would cost an estimated $14.5 million over 15 years, subject to funding.

Are local cafes still accessible?

The Marino Rocks Café and the Boatshed Café are open and accessible.

Are there other trails in the City of Marion?

There is a wide variety of walking and cycling paths in the City of Marion, including the Coast to Vines Rail Trail which is currently part of the coastal diversion route.

Other trails include Sturt River Linear Park, and O'Halloran Hill Recreation Park. Find out more at **marion.sa.gov.au/coastal-walkway-**

How can I stay informed?

We have set up a dedicated web page to provide updates.

Please visit:
marion.sa.gov.au/coastal-walkway

Look out for updates on the City of Marion Facebook page.

COASTAL WALKWAY TIMELINE

AUGUST 2020
Pre-design community engagement undertaken.

OCTOBER 2020
Concept designs released.

NOVEMBER 2020
Community consultation on concept design.

NOVEMBER 24, 2020
Council expected to consider report on concepts.

DECEMBER 2020 – JUNE 2021
Detailed Design and Construction.

JUNE 2022
Expected completion.

The majority of the walkway is open and can be enjoyed. Diversions are in place around Grey Road and Kurnabinna gullies, which are the only sections that are closed.

Find out more at
marion.sa.gov.au

Stay informed

Look out for information updates on the City of Marion website, Facebook page.

Call Customer Service on 8375 6600

Follow us on facebook City of Marion

Visit us **marion.sa.gov.au/coastal-walkway**

Any questions? *Email us* coastalwalkwayupdate@marion.sa.gov.au

Coastal Walkway Update
October 2020

Marion Council is pleased to release concept designs of the new structures which will completely renew three sections of the Coastal Walkway.

A concept of a new extension to the walkway has also been released.

Work will include rebuilding the sections which span the Grey Road and Kurnabinna gullies.

Additionally, a new stretch of the boardwalk to connect Heron Way Reserve to the Field River mouth will be built.

We will use recycled plastic products in materials for the structures.

The $4.8 million project is being funded equally between Marion Council and the State Government.

The designs take into account local environmental and cultural needs and have been shaped by input from local residents and peak bodies.

Thank you to the Department of Environment and Water, Green Adelaide, the Department of Infrastructure and Transport, State Government's Open Space Fund, and the Kaurna Nation Cultural Heritage Association.

Council would also like to thank local residents who provided feedback on the designs, and the State Government for its funding as part of its $50 million stimulus package to deal with the impacts of coronavirus.

Council is expected to consider the concepts at its meeting of 24 November.

Council has been committed to fixing the walkway since safety concerns forced the temporary closure of 2.5kms of the 8km structure last June.

This flyer contains an overview of the concepts.

More details are available at marion.sa.gov.au/coastal-walkway

Government of South Australia
Attorney-General's Department

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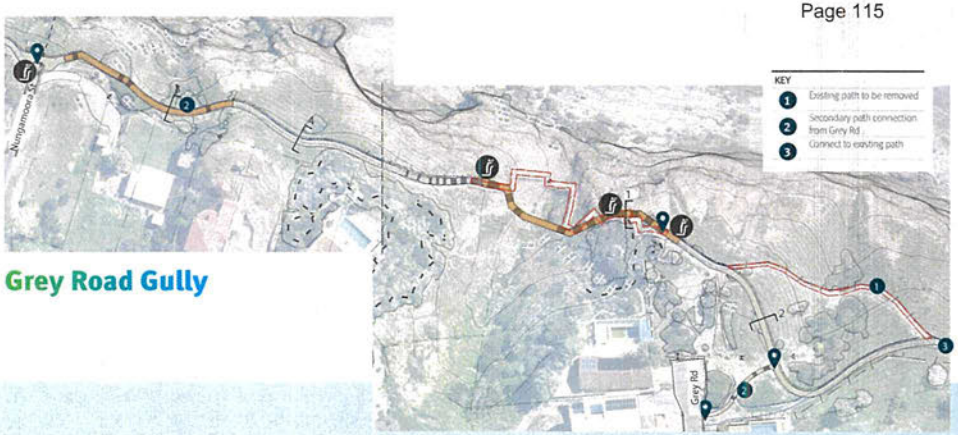
COASTAL WALKWAY – RENEWAL AND EXTENSION

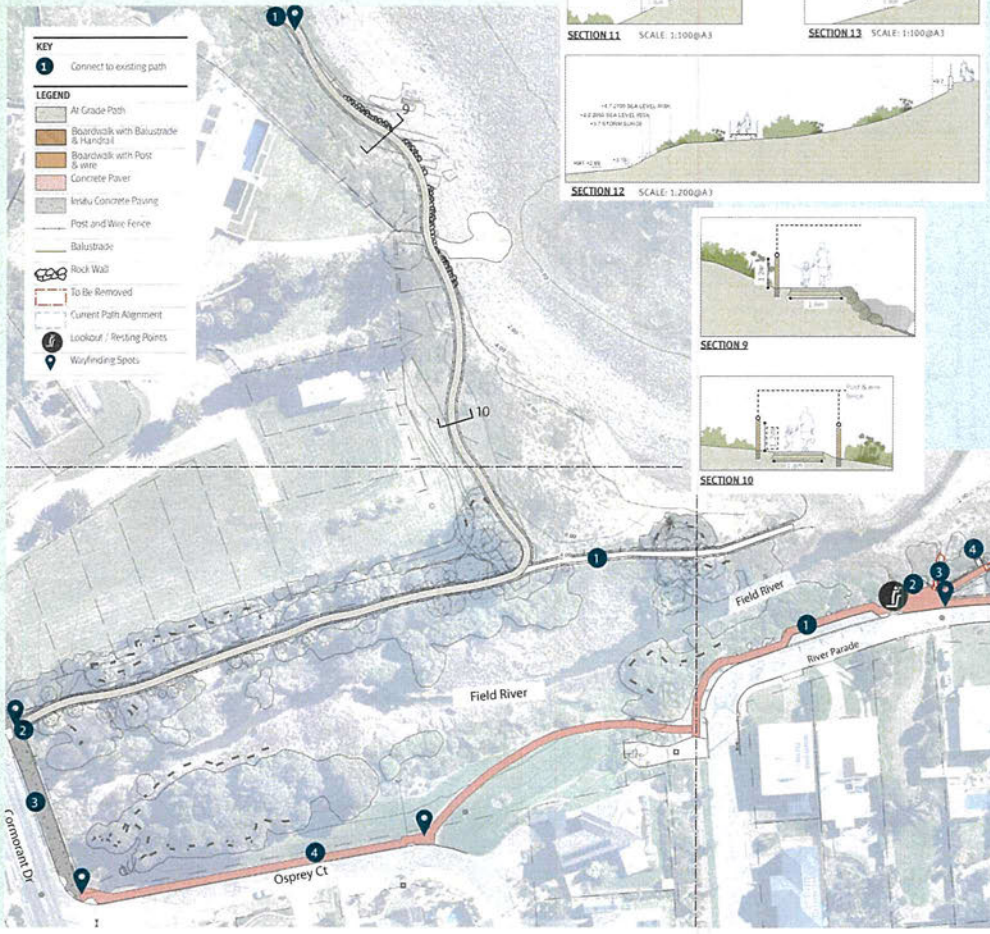
CONCEPT DESIGNS AND ALIGNMENT TAKE INTO ACCOUNT:

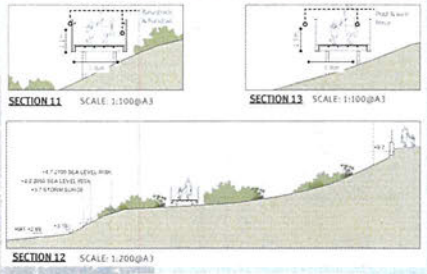
- Cultural heritage surveys of gullies and Field River with Kaurna Nation Cultural Heritage Association
- Protection of Hooded Plover nesting areas
- Potential impact on plants and environment
- Storm surge and sea level rise (in collaboration with Coast Protection Board)
- Providing a visual barrier and distance between walkway and properties

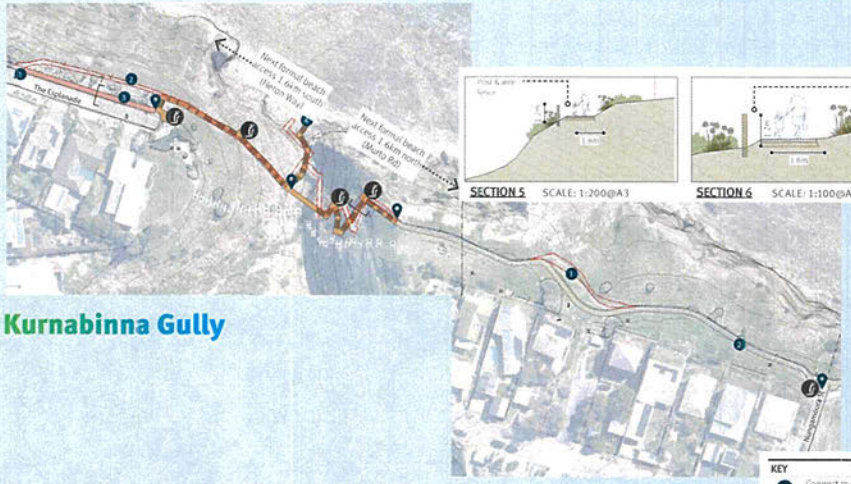


Grey Road Gully

Field River







Kurnabinna Gully

Government of South Australia
Attorney-General's Department

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Coastal Walkway Concept Design & Outcomes from Community Engagement

Originating Officer	Coordinator Coastal Walkway - Alex Cortes
Corporate Manager	Manager City Activation - Greg Salmon
General Manager	General Manager City Development - Ilia Houridis
Report Reference	GC201124R10

REPORT OBJECTIVE

To present Council with the concept designs for the Coastal Walkway project, Cell 5 (Grey Road Gully), Cell 6 (Kurnabinna Gully) & Cell 10 (Field River) to seek endorsement to commence detailed design of the Cells and construction.

EXECUTIVE SUMMARY

The City of Marion Coastal Walkway from Marino to Hallett Cove is a highly valued and important community asset that attracts visitors and contributes to the liveability of the City. The broader Adelaide Metropolitan Coast Park extends along Adelaide's coastline from Sellicks Beach to North haven, with Marion Coastal Walkway providing an approximate 8km section.

Following detailed investigations into the condition of the Coastal Walkway resulting in the closure of the Kurnabinna and Grey Street Gullies, in November 2019 (GC191126R07) Council committed $2.4 million to the reconstruction of the two gullies and the connection of the walkway to the Field River. The State Government through the 2020 DPTI (stimulus funding) for open space matched the funding bring the project budget to $4.8 million.

The project has been identified as a strategic project and prioritised in Council's 2019-2023 Business Plan.

Over the past 6 months an extensive investigations and design work has been undertaken across the three cells within the scope (Attachment 1 - Concept Design). The alignment for Grey and Kurnabinna gullies as well as a new section of walkway from Heron Way to south of the Field River considers the structural feasibility and incorporates various technical, environmental and heritage reports, assessments and advice from key internal and external stakeholders. The design team and sub consultants have prepared concept designs including structural feasibility options, material palette including recycled materials and high-level cost estimates.

The endorsement of the concept design will enable detailed design to commence immediately and construction to commence in the first half of 2021.

Administration will continue to consult and engage with key stakeholders during the detailed design process and during the construction phase.

RECOMMENDATION

That Council:

1. **Endorse the Coastal Walkway Concept Design for Cells 5, 6, and 10 (Attachment 1) for detailed design and construction.**

CITY OF MARION

2. **Authorises the Chief Executive Officer to award the construction contracts for the Coastal Walkway Project Cells 5, 6, and 10 (Attachment 1) on the basis that the final tender price is within the endorsed project budget of $4.8 million, accounting for all project costs.**

DISCUSSION

Background

The Coastal Walkway from Marino to Hallett Cove commenced construction in the mid to late 1990's. The walkway today is a highly valued and well utilised community asset which attracts visitors into the region and contributes to the liveability of the City.

The broader Adelaide Metropolitan Coast Park extends along Adelaide's coastline from Sellicks Beach to North Haven, with the Marion Coastal Walkway providing an approximate 8km section between Marino and Hallett Cove.

In addition to the stunning geological formations, native coastal vegetation and sites of indigenous cultural significance, the City of Marion Coastal Walkway contains structures (stairways secured to cliff faces, board walks and bridges), pathways at ground level, lookouts and other surrounding public infrastructure such as bins, signs, artwork and benches.

At the General Council meeting on 26 November 2019, Council considered the final structural investigations including repair costing and re-opening time frames for the Gully structures as well as the opportunity to formalise the connection of the walkway from Heron Way to the Field River. Council committed funding of $2,440,604 through Council's Asset Sustainability Reserve Fund with the funding since being matched by the 2020 DPTI (stimulus funding) for open space to bring to the total budget to $4.8 million.

Administration has since engaged Landscape Architects, Aspect Studios and cost managers, North Projects, to develop the concept designs and cost estimates for the replacement of the Gullies and connection to the south of the Field River.

Key Government & Critical Stakeholders

To inform the concept design, the design team and Administration has engaged with the following key stakeholders:

- Local residents
- Minister for Environment and Water, Hon. David Speirs
- Coast Protection Board (DEW)
- Department for Infrastructure and Transport
- The Office for Design & Architecture SA – (ODASA, formerly DPTI) Planning and Development Fund
- Kaurna Nation Cultural Heritage Association (KNCHA)
- Green Adelaide & Birdlife Australia

Concept Design

In August 2020, Aspect Studios and their sub-consultancy team were engaged to investigate engineering solutions and develop the concept designs for the realignment of the Gullies and connection of the Field River. The designs have considered the existing site constraints (including constructability of the gullies), flora and fauna, geology of the area and Aboriginal site significance.

The concept designs have been developed to provide opportunities for various levels of fitness whilst making most of viewing platforms to capture the coastal views. Consideration has been given to widening and providing equitable access to the walkway where viable. A significant number of stairs have been removed to create level spans across the gullies. The designs have also sought to minimise any impact to local residents properties and the local bird life (Hooded Plover Birds) and vegetation within the area.

Cell 5 – Grey Rd Gully (Attachment 1 pages 13 to 14)

The proposed design includes:

- Reconstruction of the structures spanning the gully with a more efficient alignment
- Realignment of sections of the path to improve walk ability and formalising 'goat tracks'
- Formalised connection to Grey Road
- New lookout and rest points

Cell 6 – Kurnabinna Gully (Attachment 1 pages 15 to 17)

The proposed design includes:

- Reconstruction of the structures spanning the gully with a more efficient alignment reducing the number of stairs
- Realignment of sections of the path to new footpath on 'The Esplanade'
- New lookout and rest points
- New beach access to safer location

Cell 10 – Field River Alignment (Attachment 1 pages 18 to 22)

The proposed design includes:

- Construction of a new walkway to connect Heron Way Reserve to River Parade above the expected 2100 sea levels
- Limiting beach access to reduce the impact to Hooded Plover bird
- Maintaining existing paved footpaths with the southern path along the Field River to be formalised
- New walkway to wrap around the southern dune along the foreshore to connect to Cell 11
- maintaining pedestrian access to the beach through the boat ramp.

Community Engagement

A proactive communication approach has been undertaken to continue to engage and inform the broader community and key stakeholders on the design of the structures. Consultation will continue as the project progresses to construction.

The objective has been to engage with the community about the realignment of the gullies and connection around the Field River. On 17 August 2020, Council held a community engagement forum at the Cove Civic Centre. The evening was well represented with over 50 residents attending and was opened by Mayor Hanna and Minister for Environment & Water, the Hon. David Speirs. Members of the community who were unable to attend provided their feedback via makingmarion website (Attachment 2 - Community Consultation Outcome Report - September 2020).

Community engagement included providing the opportunity to comment on the concept design during November 2020. Approximately 800 residents were letterbox dropped with Council only receiving a couple of comments. These comments related to clarification around interpreting the flyer. Attachment 4.

Localised Engagement

In addition to the broad community consultation held in August, the design team held several meetings with residents from Field River on 14 and 29 September 2020.

The project team engaged with residents who will be directly impacted by the new walkway in front of their residences to inform of possible alignments. This included provision of cross sections through each property to illustrate the visual perspective regarding path alignment and pegging out the alignment along the dune using visual markers.

Some of the residents requested the walkway to be located at the bottom of the dune on a sea wall. This is not feasible as the path will encroach within the area of the Hooded Plover birds; have a greater impact on vegetation; exceed allocated budget; and will be below the 2100 sea levels.

The project team also engaged with the resident at Beachfront Court who's property fronts southern section of the walkway, regarding the existing local boat ramp. Staff worked with the owner to resolve that pedestrian access to the beach would be maintained at this location for community use.

Next Steps - Project Milestones

Concept Design Field River and Gullies	August - October 2020	Complete
Community engagement of concept designs	October- November 2020	Complete
Detailed Design, procurement and construction	November 2020 - June 2022	In progress subject to Council approval of concept design

Coastal Monitoring Program

Important to note that the extent of the Coastal Walkway Upgrade project does not include resolving any current or potential future coastal management issues. Administration is currently implementing a coastal monitoring program that focuses on detecting changes to coastal land and identifying areas that may be at risk in the future.

Council's coastal monitoring program is being delivered with matching funding from the State Government Coast Protection Board.

Attachment

#	Attachment	Type
1	Coastal Walkway Community Flyer October 2020	PDF File
2	Coastal Walkway Concept Design	PDF File
3	Coastal Walkway Community Consultation Outcomes September 2020 _Redact	PDF File
4	Feedback from Community Consultation Concept Design	PDF File

COASTAL WALKWAY UPGRADE
CONCEPT DESIGN - DRAFT

PREPARED FOR:
CITY OF MARION

DOC. NO.	ADL20043-LA-SK007
ISSUE	P3
DATE	22.10.2020
PREPARED BY	KL
APPROVED BY	TC

ASPECT Studios

Bondi to Bronte Coast Walk Extension. Calga Reserve & Waverley Cemetery

Sydney NSW, 2010-2018

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Introduction

Background

The Marion Coastal Walkway covers an 8km section from Marino to Hallett Cove and was constructed in the mid-late 1990's. The City Of Marion's Coastal Walkway Plan provides a renewal plan that priorities sections for upgrade and repair. A high priority has been placed on Cell 5 (Grey Rd Gully), Cell 6 (Kurnabinna Gully) and Cell 10 (Field River).

This walkway has strategic importance as a key link in the 70km Coast Park Trail from North haven to Sellicks Beach vision. The upgrade works will enable it to become an important and iconic connecting piece to other major open space networks, including Marino Conservation Park, Hallett Cove Conservation Park and Glenthorne National Park. Additionally, the walkway upgrade will contribute to the social and economic prosperity of the region, while improving the health and wellbeing of the community by providing more opportunities for people to connect with nature.

Site Assessment

Cell 5 – Grey Rd Gully

Site Context

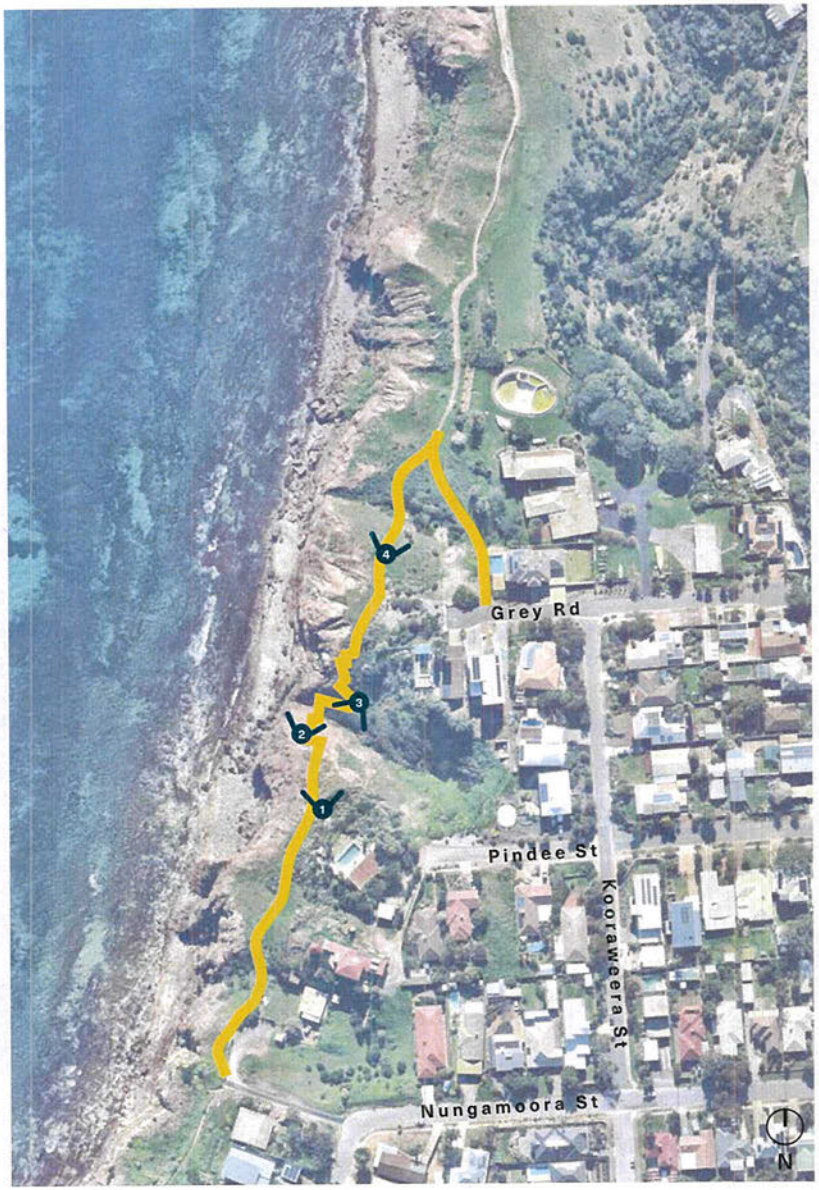
Access: 250m section of walkway between Grey Rd and Nungamoora Street that crosses Grey Rd Gully. Access to walkway from Grey Rd and Nungamoora St.

Flora and Fauna:

- Weeds: Vegetation is heavily impacted by weeds, including grass and forb species, with seven species of declared weeds spread widely throughout.
- Native Vegetation: Four native Vegetation Associations occur, ranged in condition from poor to fair.
- Threatened Flora: Two threatened flora species occur at the northern end of Cell 5.

Cultural Heritage: There were no Aboriginal archaeological sites, objects and remains, or sites of significance according to Aboriginal tradition, archaeology, anthropology or history identified during the cultural heritage survey. It is recommended that all staff and contractors are provided with a stop work/site discovery procedure in the event of an unexpected find. A copy of the procedure should also be on display in the site office. Refer Appendix A: Draft Cultural Heritage Report.

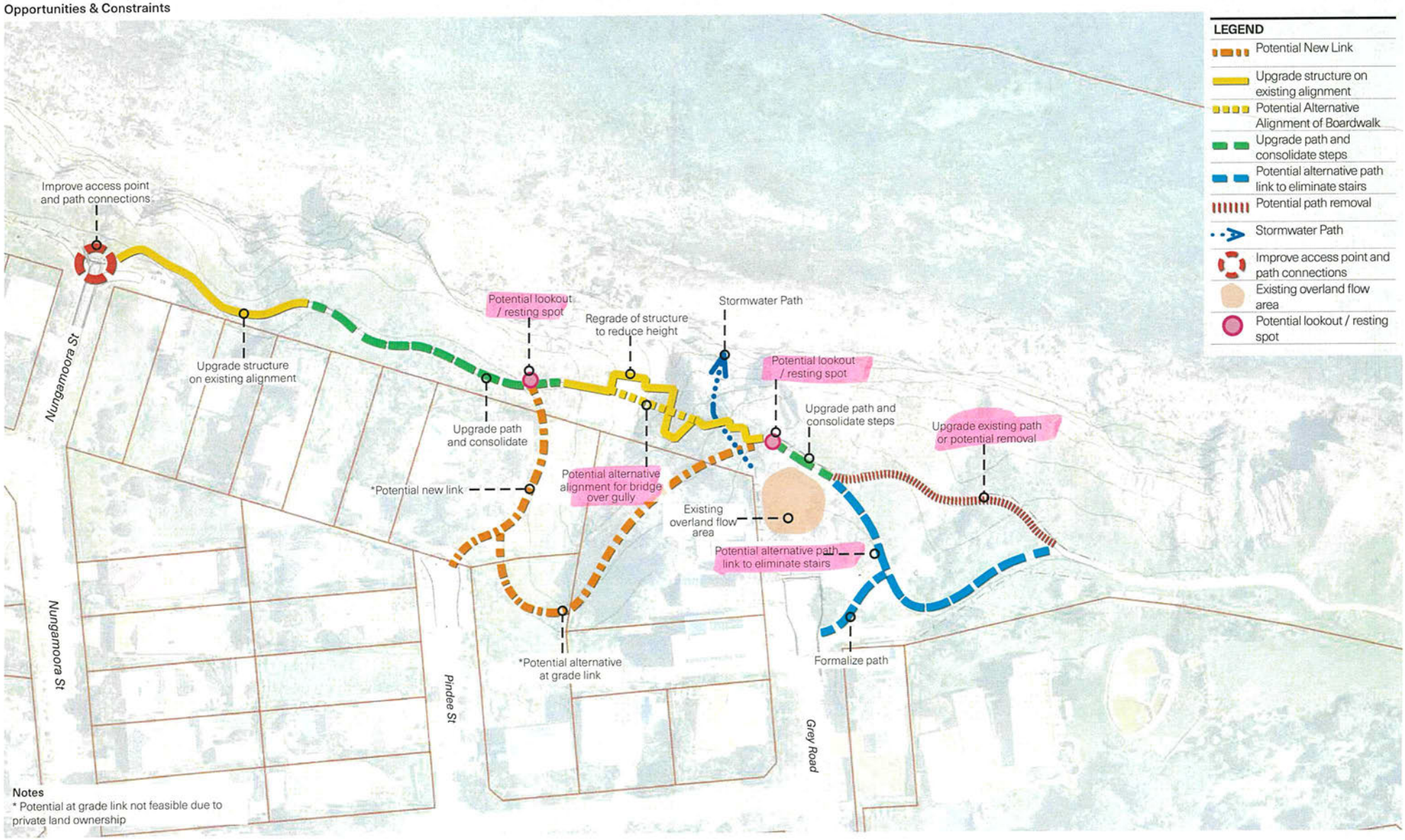
Geotechnical: The Gully is steep with erosion concerns and topsoil loss due to stormwater pipe outlets, hard surface runoff and residential development adjacent gully edge. Some uncontrolled fill exists at the "upstream" origin of the gully.



Site Assessment

Cell 5 – Grey Rd Gully

Opportunities & Constraints



Site Assessment

Cell 6 – Kurnabinna Gully

Site Context :

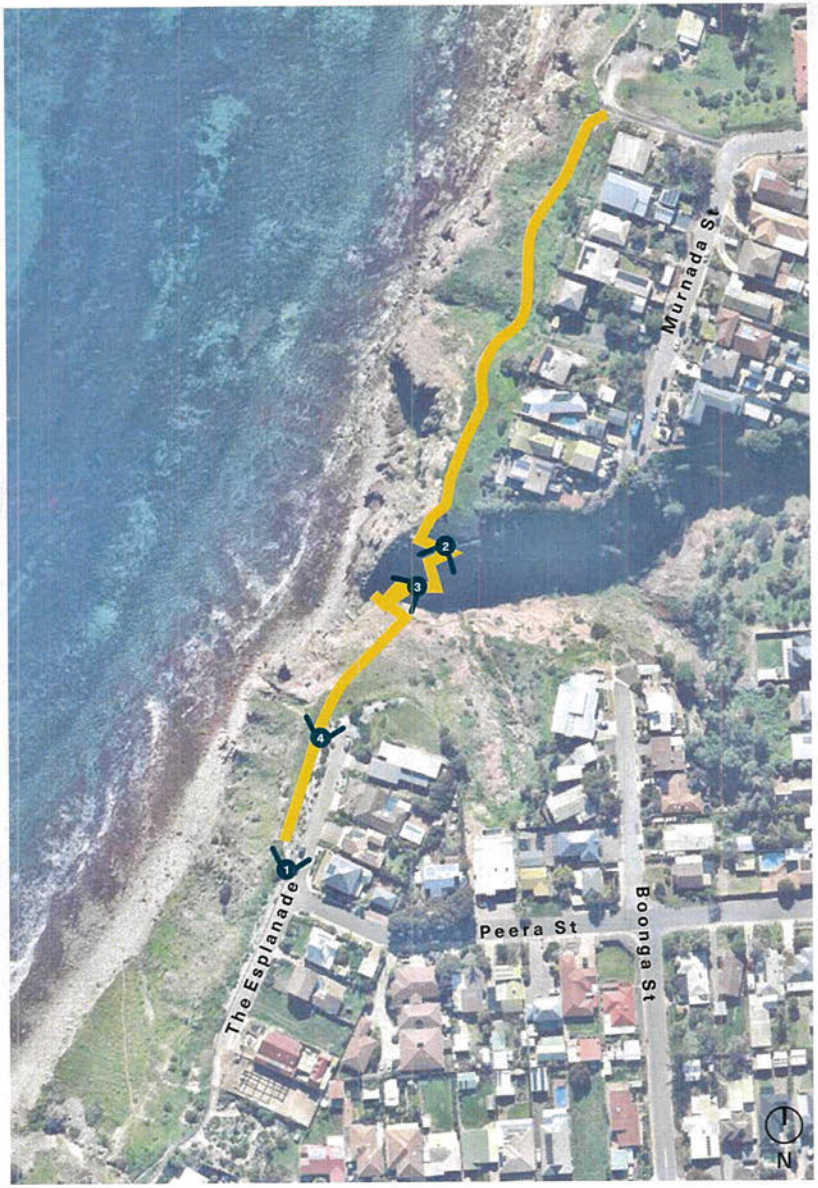
Access: 450m section of walkway from Nungamoora Street to The Esplanade adjacent Peera Street.

Flora and Fauna:

- Weeds: Vegetation is heavily impacted by weeds, including grass and forb species, with seven species of declared weeds spread widely throughout.
- Native Vegetation: Three native Vegetation Associations occur, which ranged in condition from poor to fair.
- Threatened Flora: No threatened flora were recorded in this Cell during the field survey. However, it is possible that four species may occur that were not detected due to survey limitations.

Cultural Heritage: There were no Aboriginal archaeological sites, objects and remains, or sites of significance according to Aboriginal tradition, archaeology, anthropology or history identified during the cultural heritage survey. It is recommended that all staff and contractors are provided with a stop work/site discovery procedure in the event of an unexpected find. A copy of the procedure should also be on display in the site office. Refer Appendix A: Draft Cultural Heritage Report.

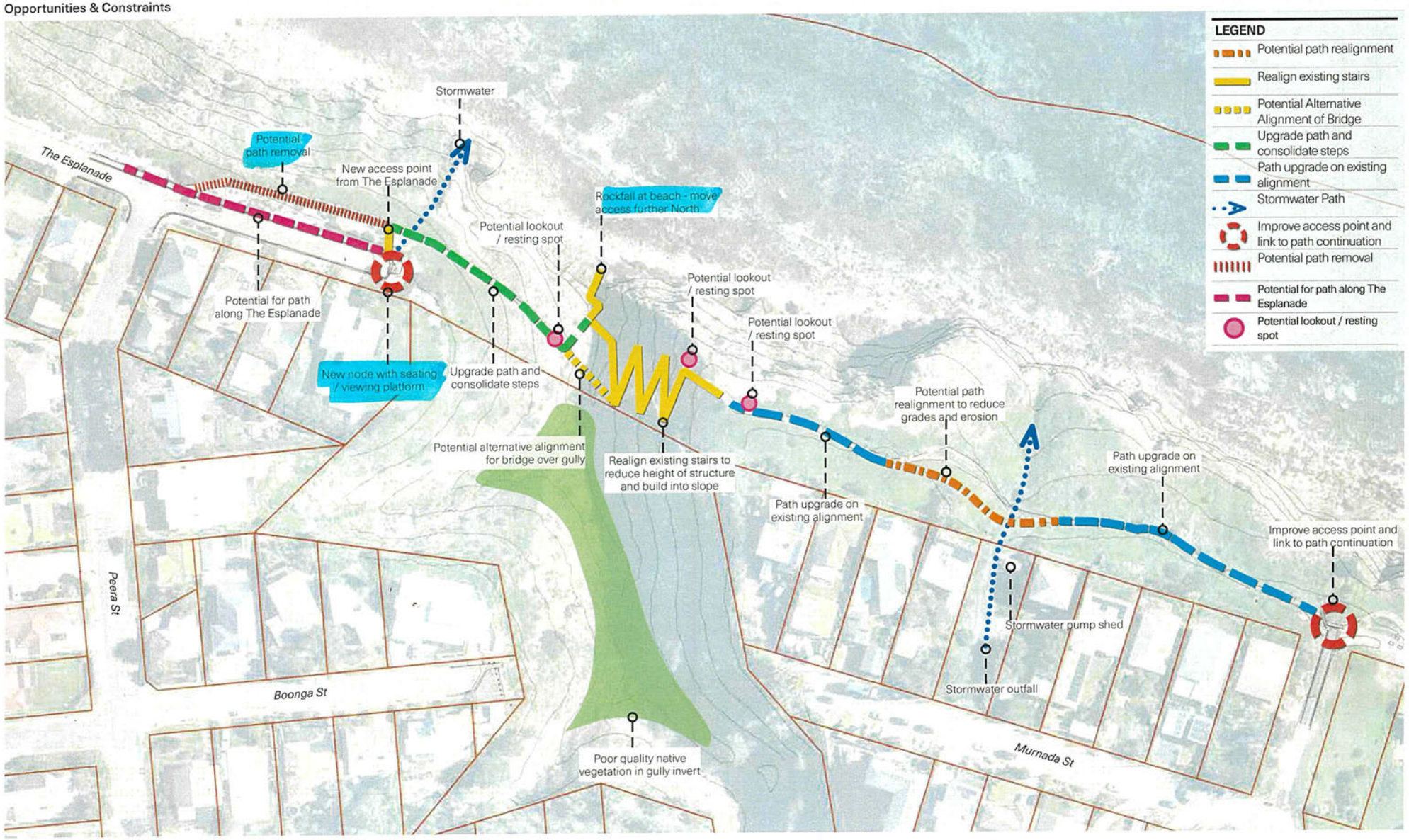
Geotechnical: The Gully is steep with erosion concerns due to stormwater pipe outlets and hard surface runoff. Sections of the southern cliff face near wave cut platform show signs of instability.



Site Assessment

Cell 6 – Kurnabinna Gully

Opportunities & Constraints



Site Assessment

Cell 10 – Field River

Site Context:

Access: 850m walkway that links Grand Central Avenue to River Parade, around Field River via Osprey Court and Cormorant Drive and connecting back to existing Coastal Walkway link south of Field River.

Flora and Fauna:

- Weeds: Vegetation is impacted by weeds, including grass and forb species, with seven species of declared weeds spread widely throughout.
- Native Vegetation: Seven native Vegetation Associations occur, with the remainder of the area composed of non-native grassland or woodland and revegetation areas.
- Threatened Flora: Two threatened flora species occur at the northern end of Cell 5.
- Threatened and migratory fauna: Nine species of threatened or migratory species are known to or possibly utilise the beach area. Three threatened species are known to or possibly utilise mature, flowering trees in Cell 10.

Cultural Heritage: Registered Aboriginal sites exist. Refer Cultural Heritage Report commissioned by City of Marion.

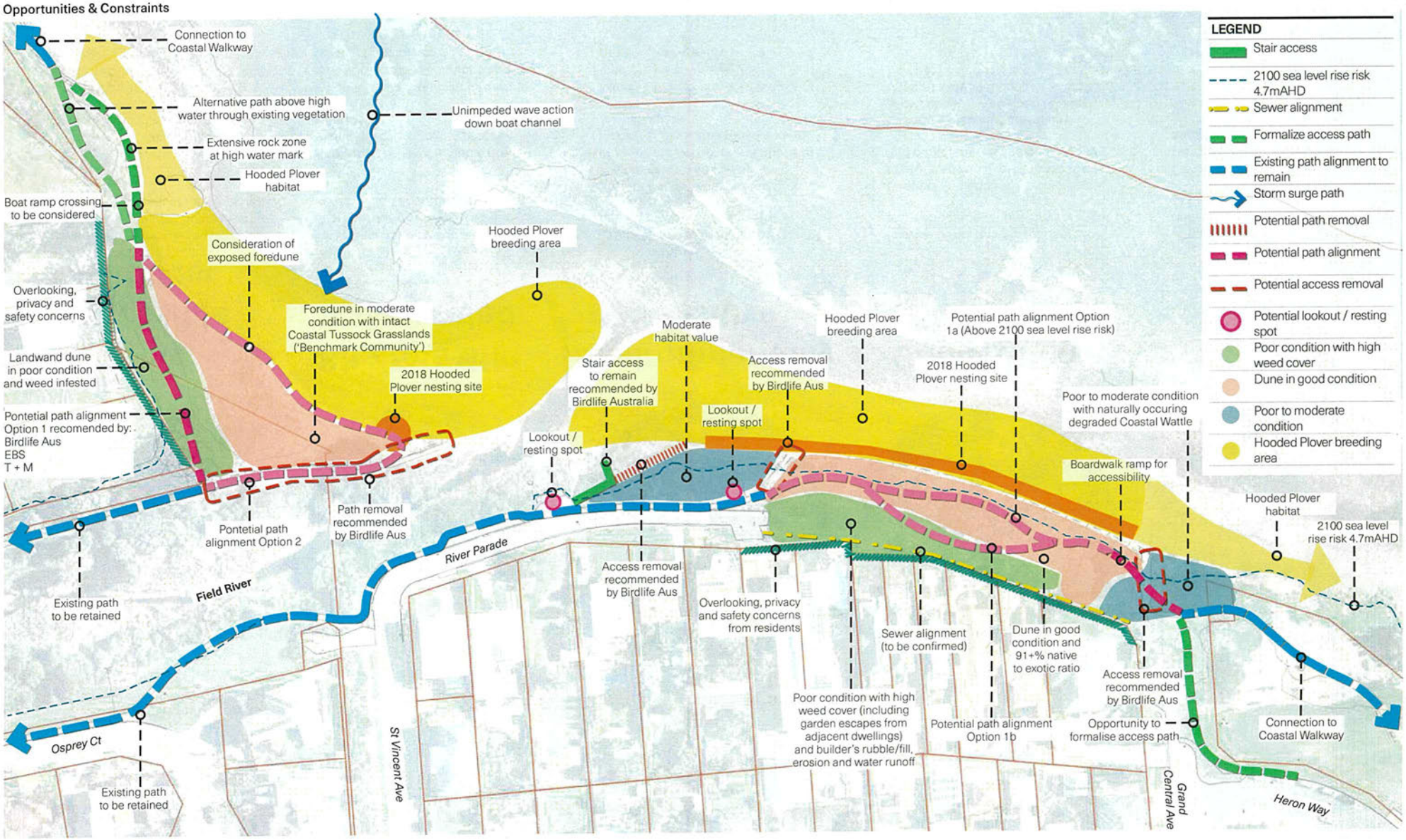
Geotechnical: Extensive coastal erosion of the sand dune evident to the south of Field River, with wave action impacting on underlying alluvial clay bench. Imported rock rip rap has been placed along this southern section to assist in controlling erosion of the sand dune toe, which extends northward from an existing boat ramp.

A northern sand dune, between Heron Way and River parade, is quite steep 1V:1H to 1V:1.5H with sand drift fencing located oceanside.

Site Assessment

Cell 10 – Field River

Opportunities & Constraints



Design Principles - Developed from Community Consultation

The Design Principles have been developed from the findings of the Community consultation process undertaken in March 2019 and September 2020. The principles are key to the design approach and underpin the concepts presented in this report.

Iconic, Accessible & Robust

- Celebrate the unique geology in the form and materiality of new structures, furniture and interpretive signage
- Provide a walkway that maximise accessibility and allows for safe, convenient and legible movements
- Utilise durable, yet aesthetic materials suitable for marine environments to maximise asset life

Site Specific & Grounded

- Protect the privacy and security of properties directly facing the walkway and encourage passive surveillance
- Address steep and variable grades to minimise long flights of stairs and steep ramps
- Influence visitor behaviour through innovative design solutions and CPTED principles

Environmentally Sensitive

- Establish native revegetation for the benefit of local flora and fauna
- Protect and enhance existing wildlife habitat and design appropriate public interventions to ensure ecosystems thrive and are sustainable
- Minimise vulnerability to erosion, extreme weather events and predicted sea level rise risks

Connecting With Nature

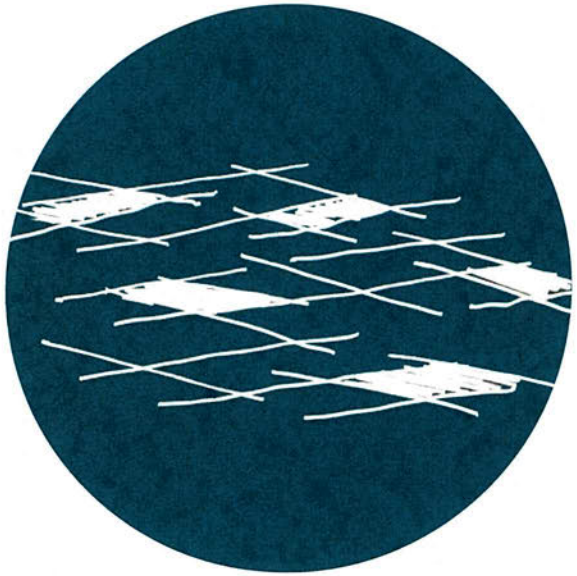
- Provide opportunities for users to learn about the natural environment
- Support and enhance local identity to promote sense of stewardship and ownership for the community
- Provide suitable opportunities to access connecting open space networks and beaches

Cultural Values

- Engage with Kaurna Peoples to undertake Cultural Heritage survey of Cells 5 & 6
- Celebrate the rich layers of cultural history through considered and sensitive interpretations

Inspiration

The Coastal Walkway transitions through unique and important cultural and geological heritage as it winds through Hallett Cove.



Striations

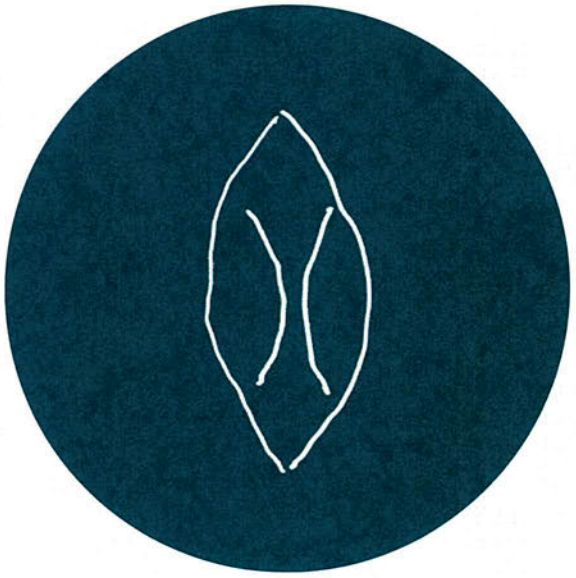
Layered platforms and steps

At Black Cliff in the Hallett Cove Conservation Park, the smoothed and striated glacial pavement found in 1875 by Professor Ralph Tate, led to the realisation that South Australia has been subjected to an Ice Age some 280 million years ago. We envision the walkway to crisscross with dramatic, striking angles, working close to the gullies steep slopes to represent the striations.

Erratics

Moments in the landscape

Large quartzite boulders carried in the glacier from the Victor Harbour area and dropped by the melting ice sheet, are found throughout the Conservation Park and beach. The erratics presents an opportunity to breakaway from standard form and materiality, with embellishments of design to add interest and whim.



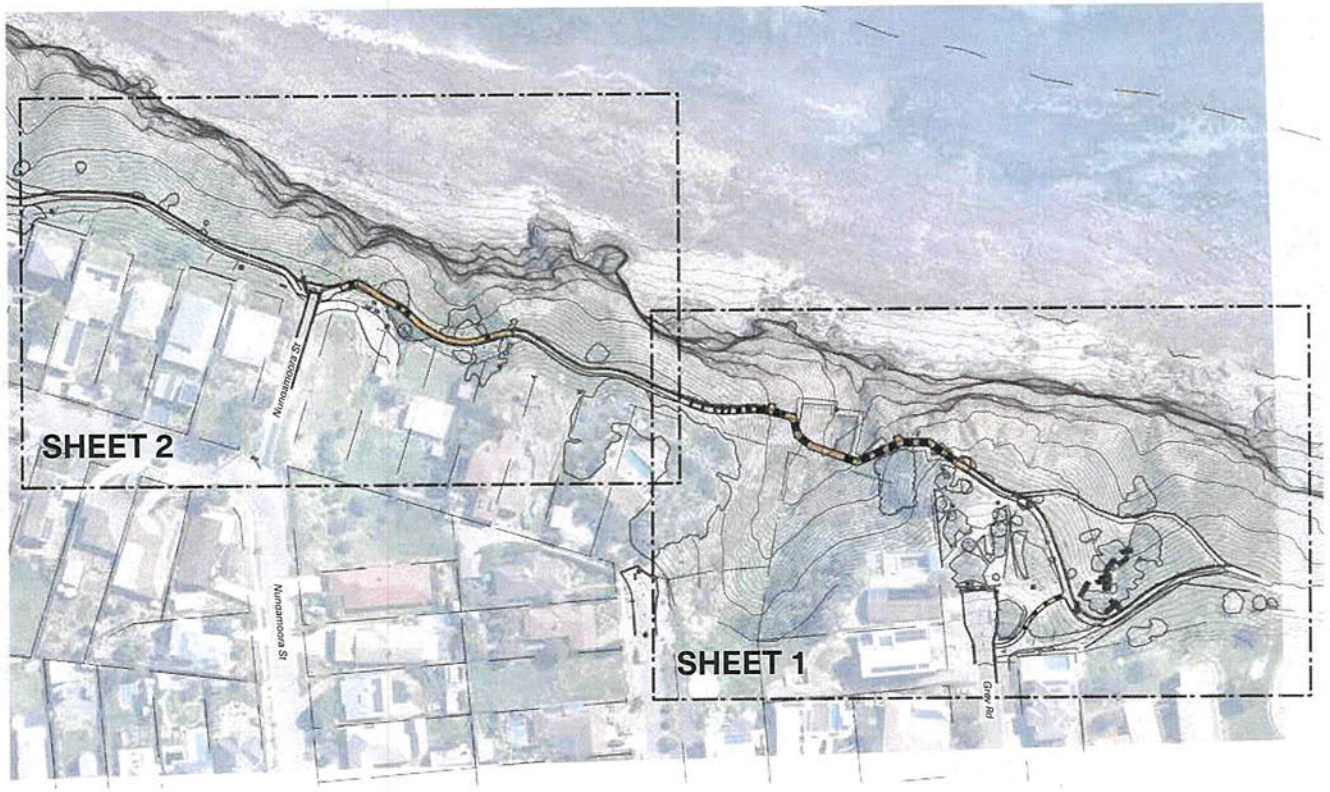
Tjilbruke

Connection to Country Tjibruke Dreaming

An important Kaurna Creation Ancestor story, that traverses from Warriparinga in Bedford Park and follows the coastline to Rapid Bay and Cape Jervis. This story and the cultural importance of the area provides opportunities to implement cultural learning and interpretations.

Concept Design

Cell 5: Grey Road Gully



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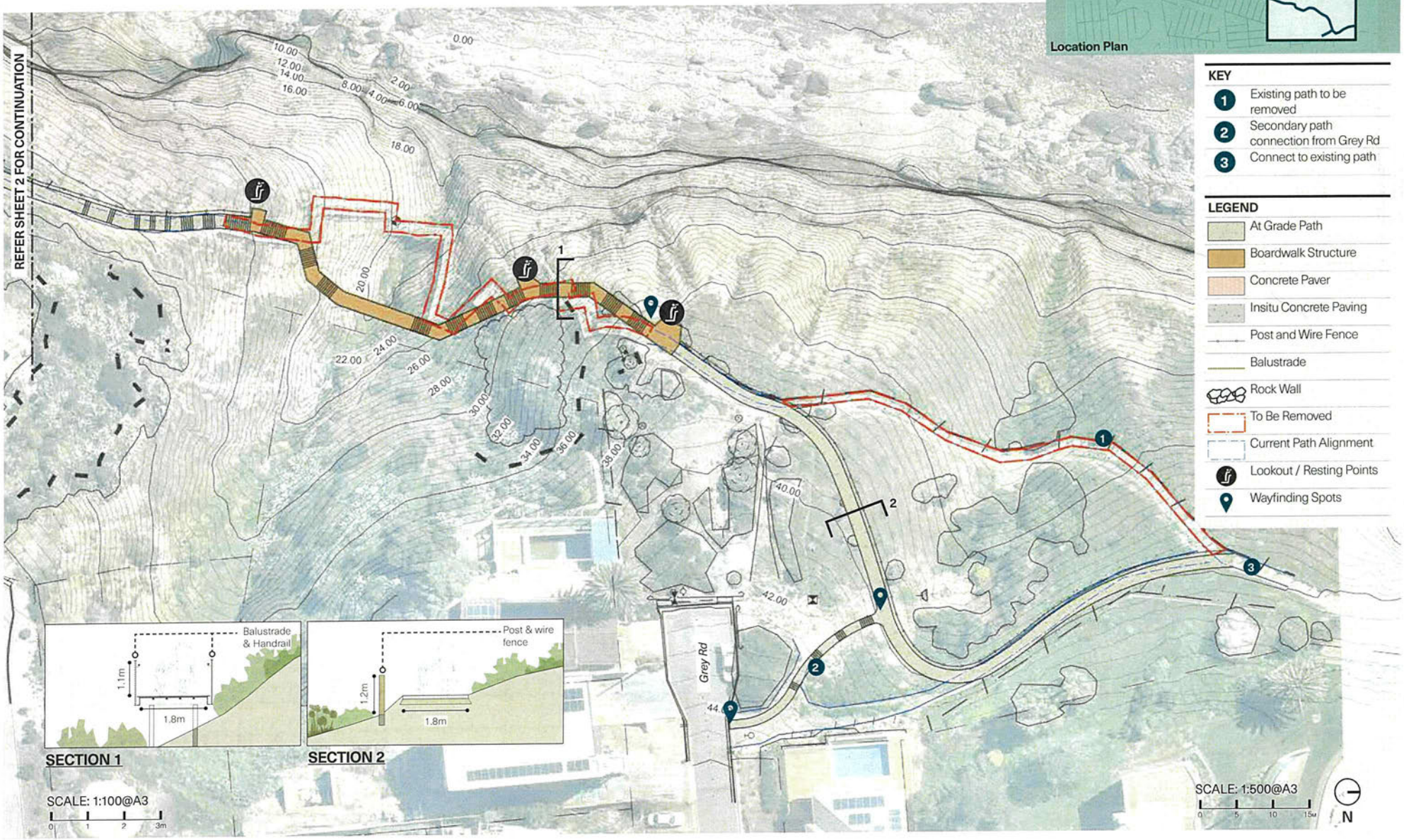
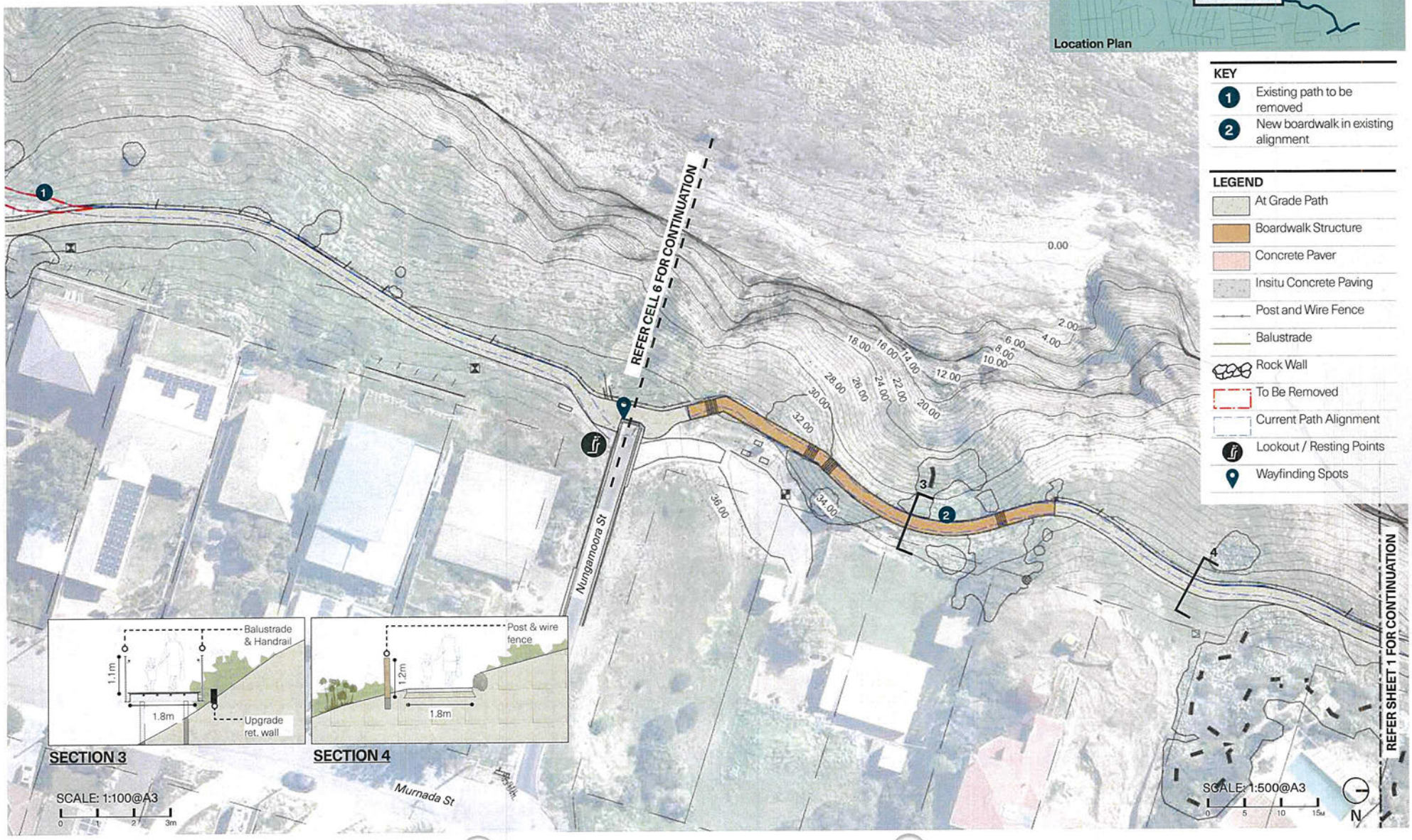
Concept Design - Preferred Alignment

Cell 5: Grey Road Gully - Sheet 1



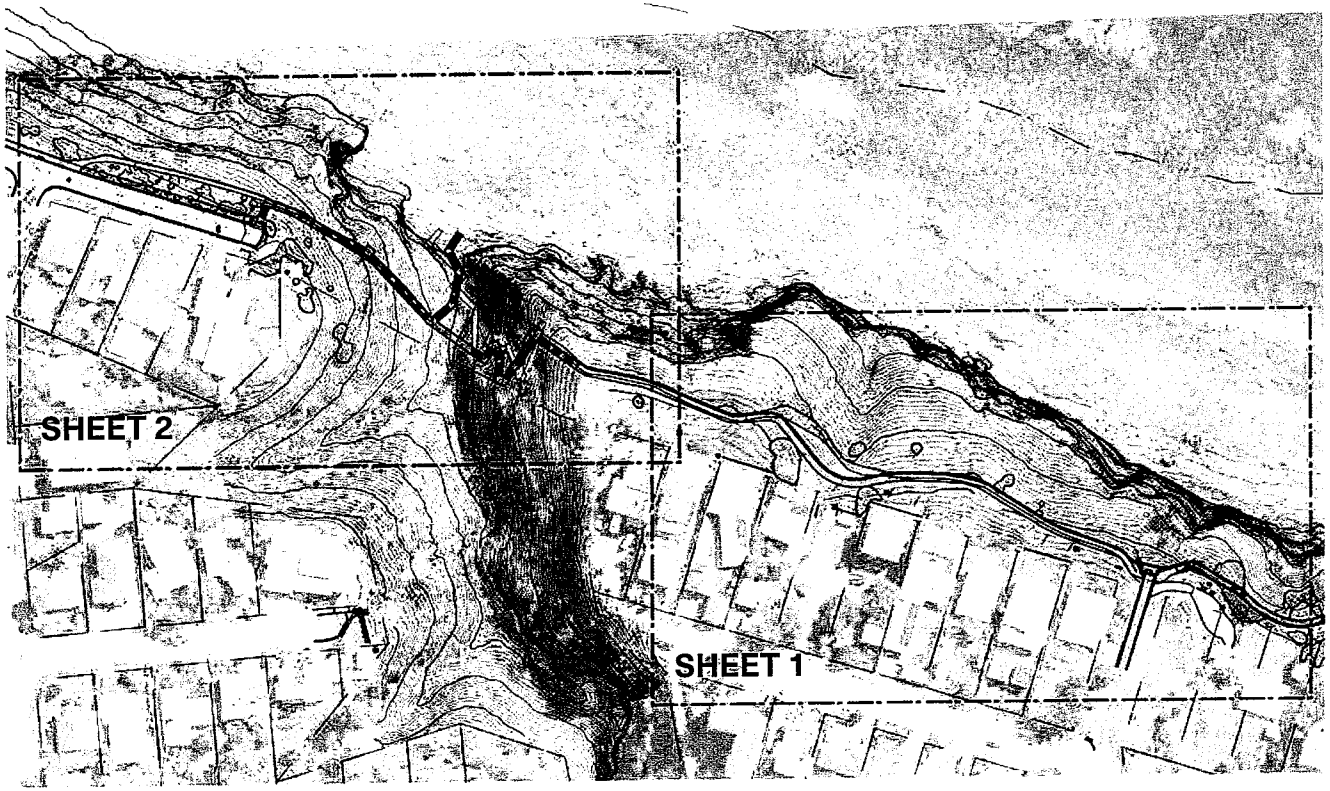
Concept Design - Preferred Alignment

Cell 5: Grey Road Gully & - Sheet 2



Concept Design

Cell 6: Kurnabinna Gully



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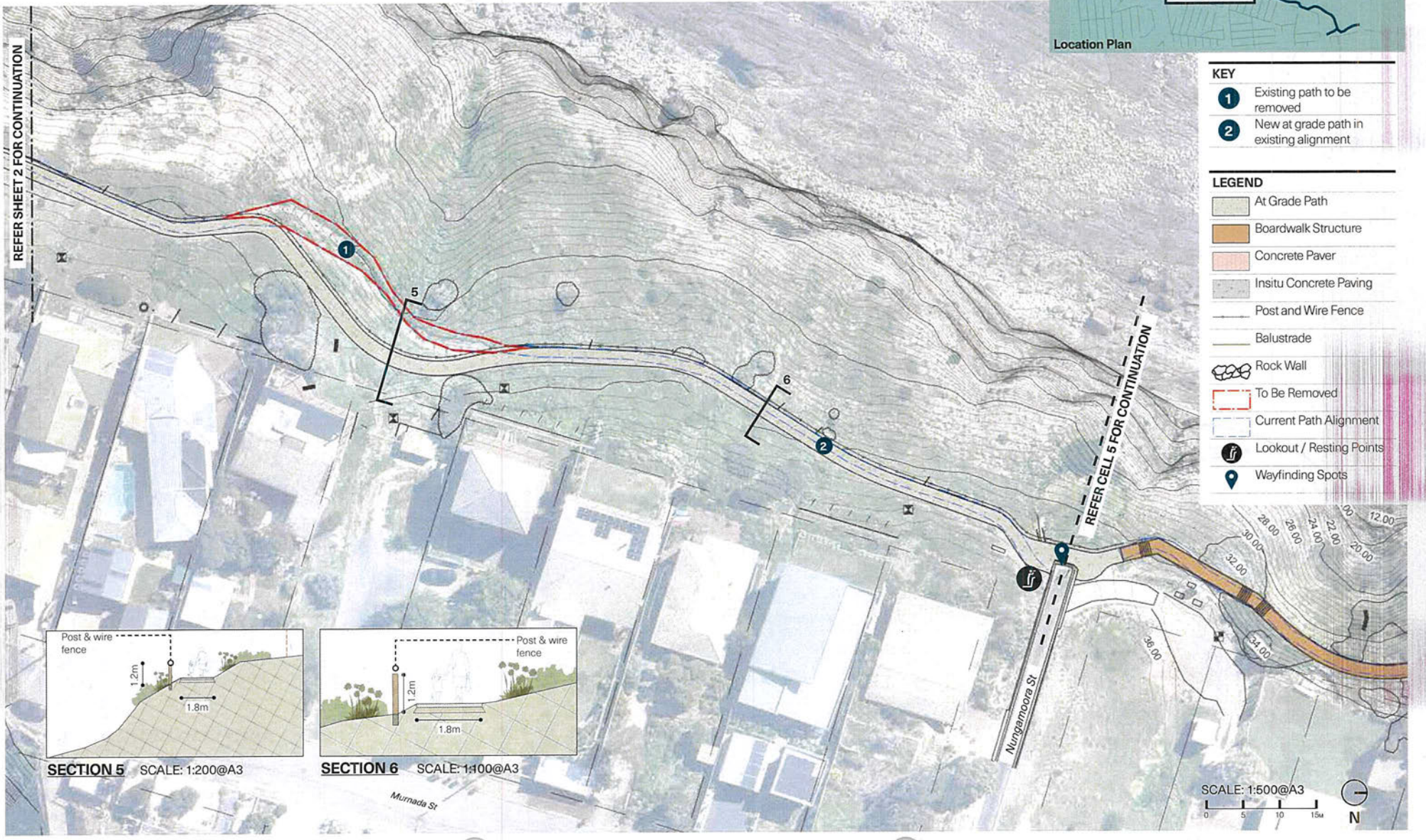
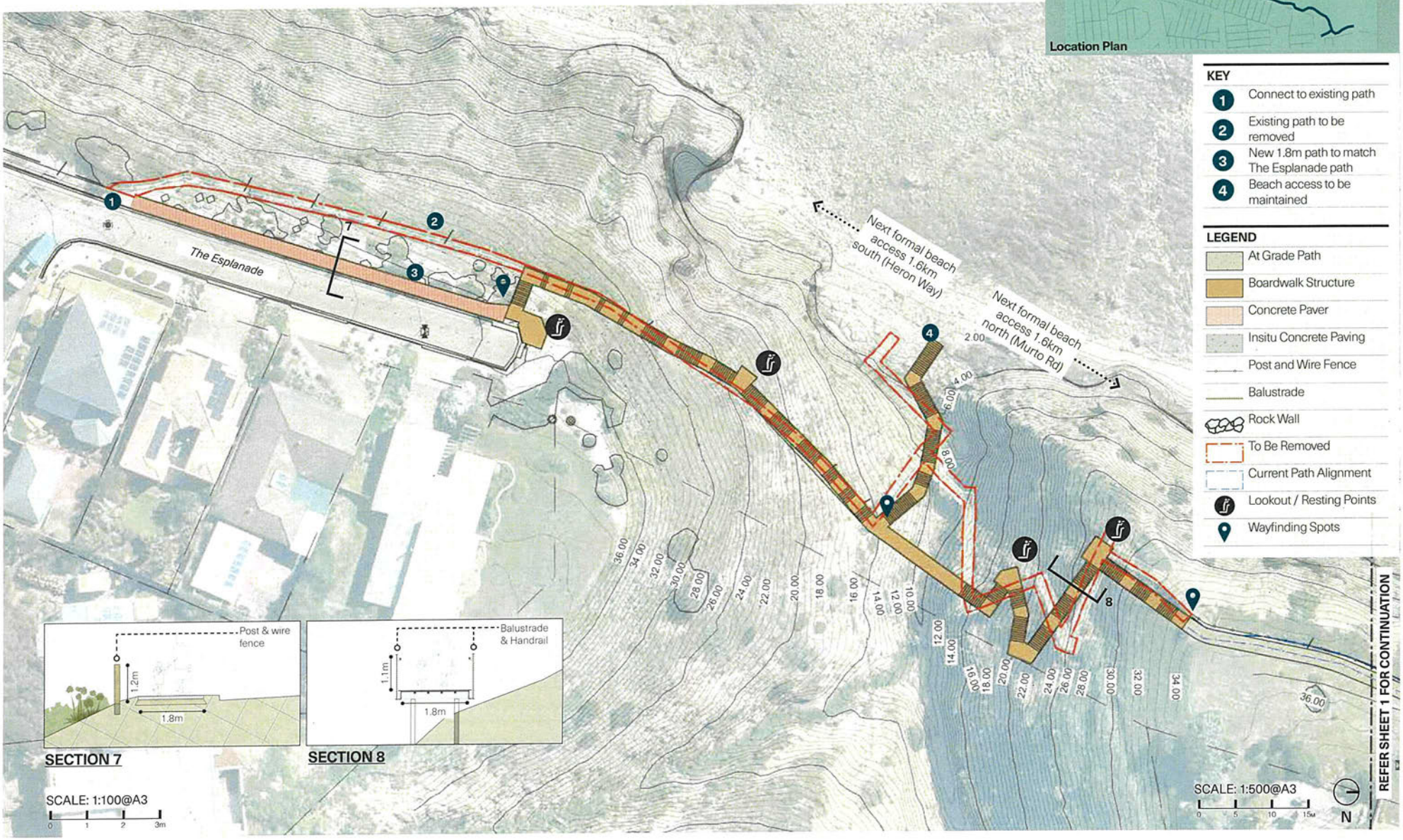
Concept Design - Preferred Alignment

Cell 6: Kurnabinna Gully - Sheet 1



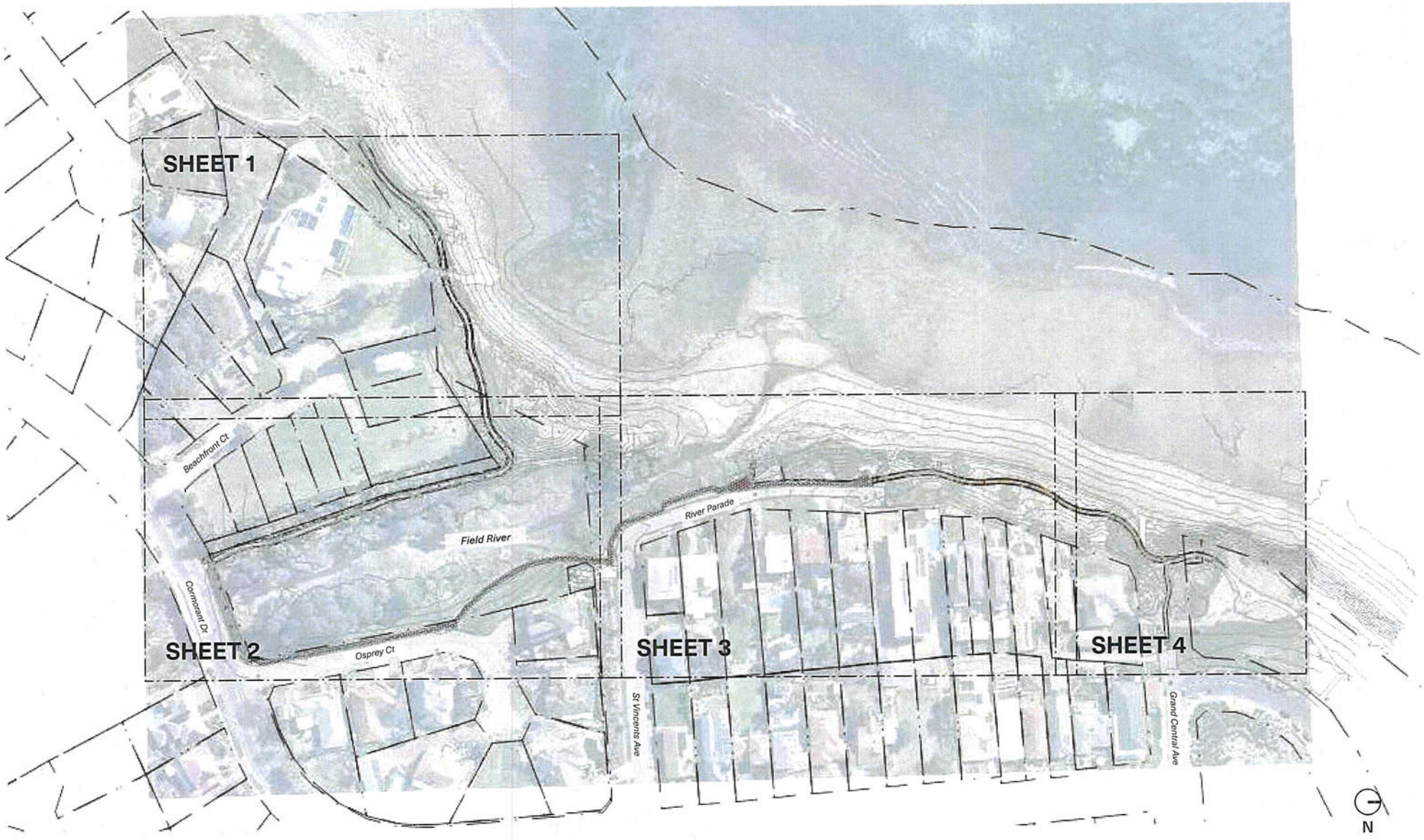
Concept Design - Preferred Alignment

Cell 6: Kurnabinna Gully - Sheet 2



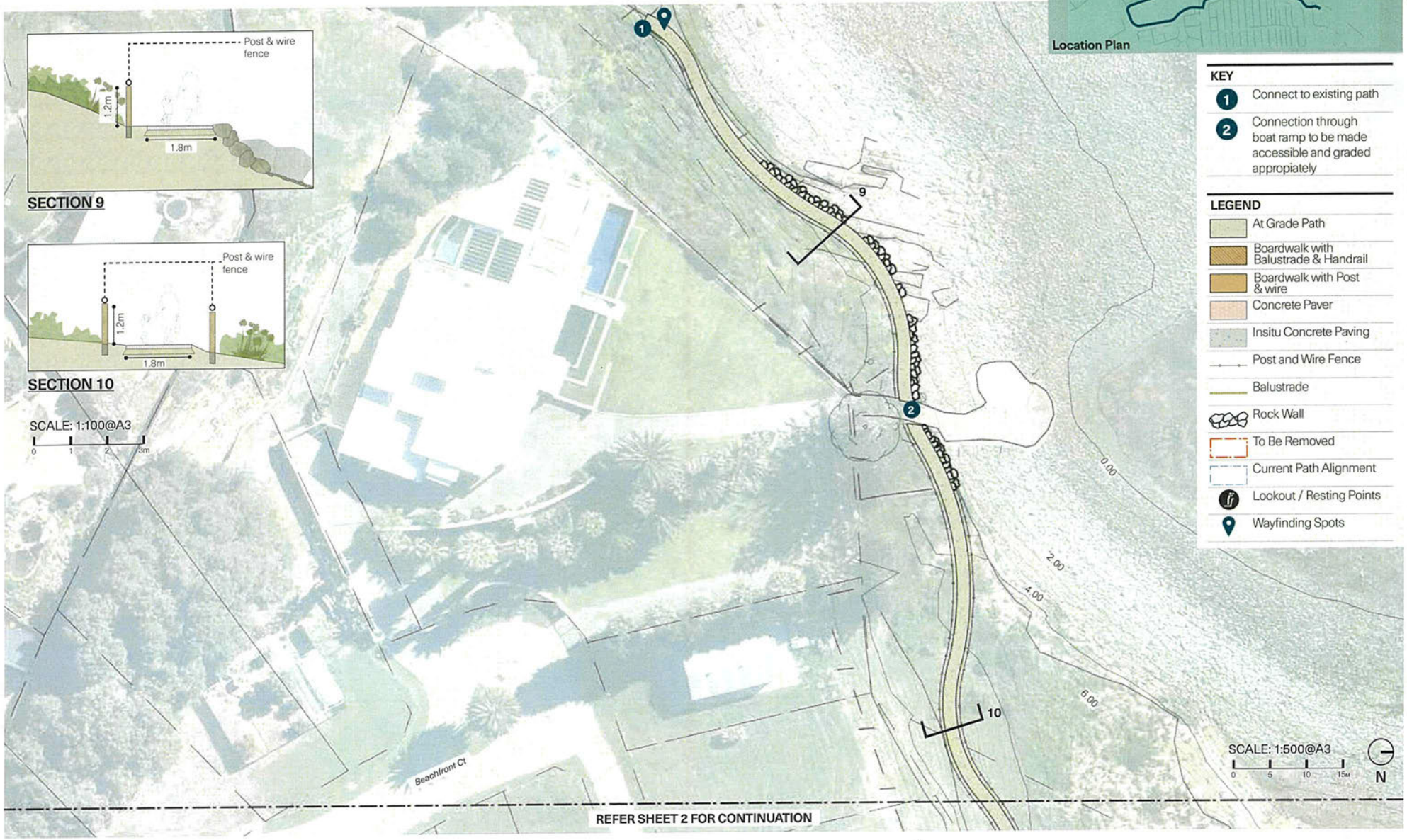
Concept Design

Cell 10: Field River



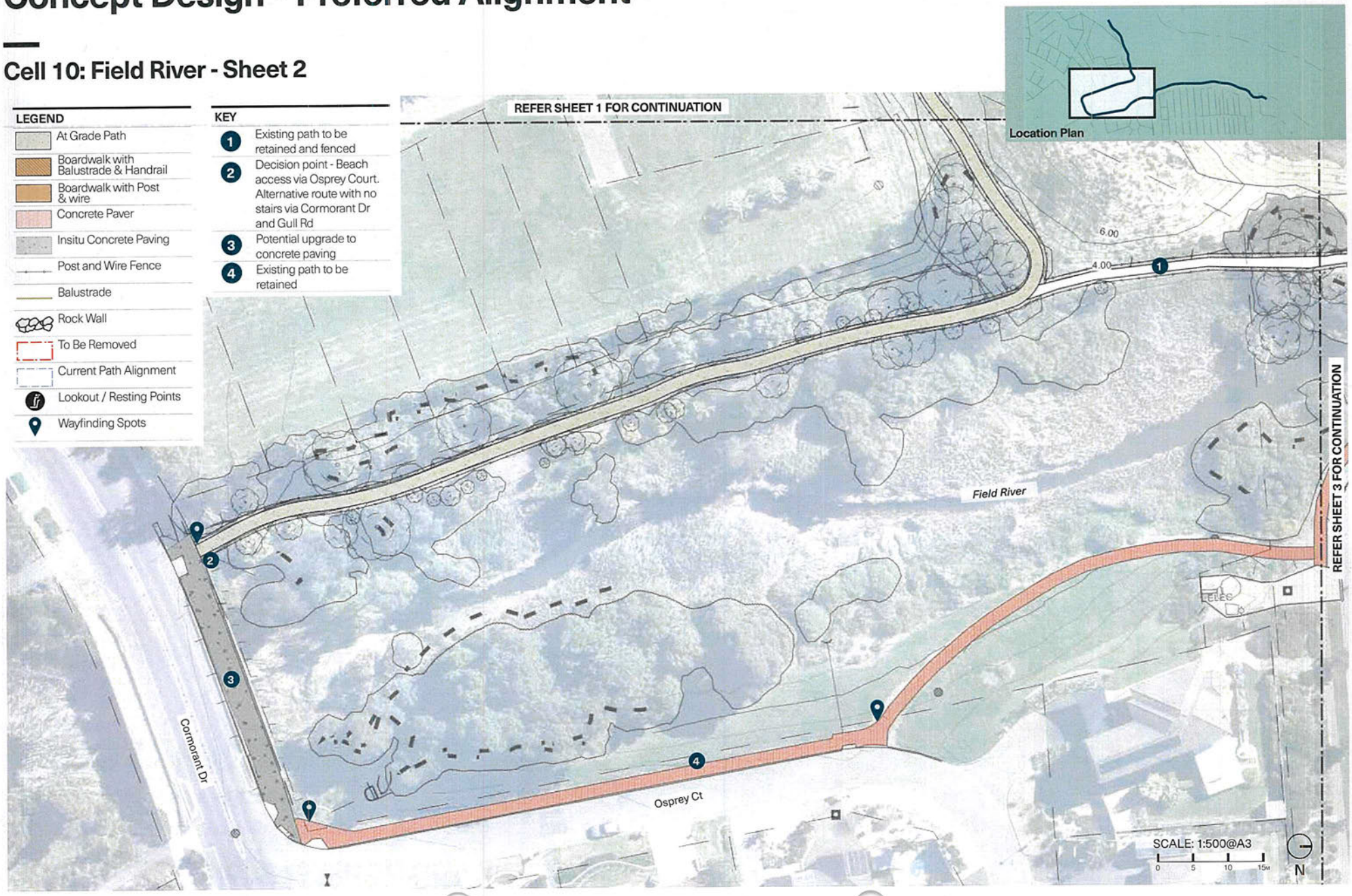
Concept Design - Preferred Alignment

Cell 10: Field River - Sheet 1



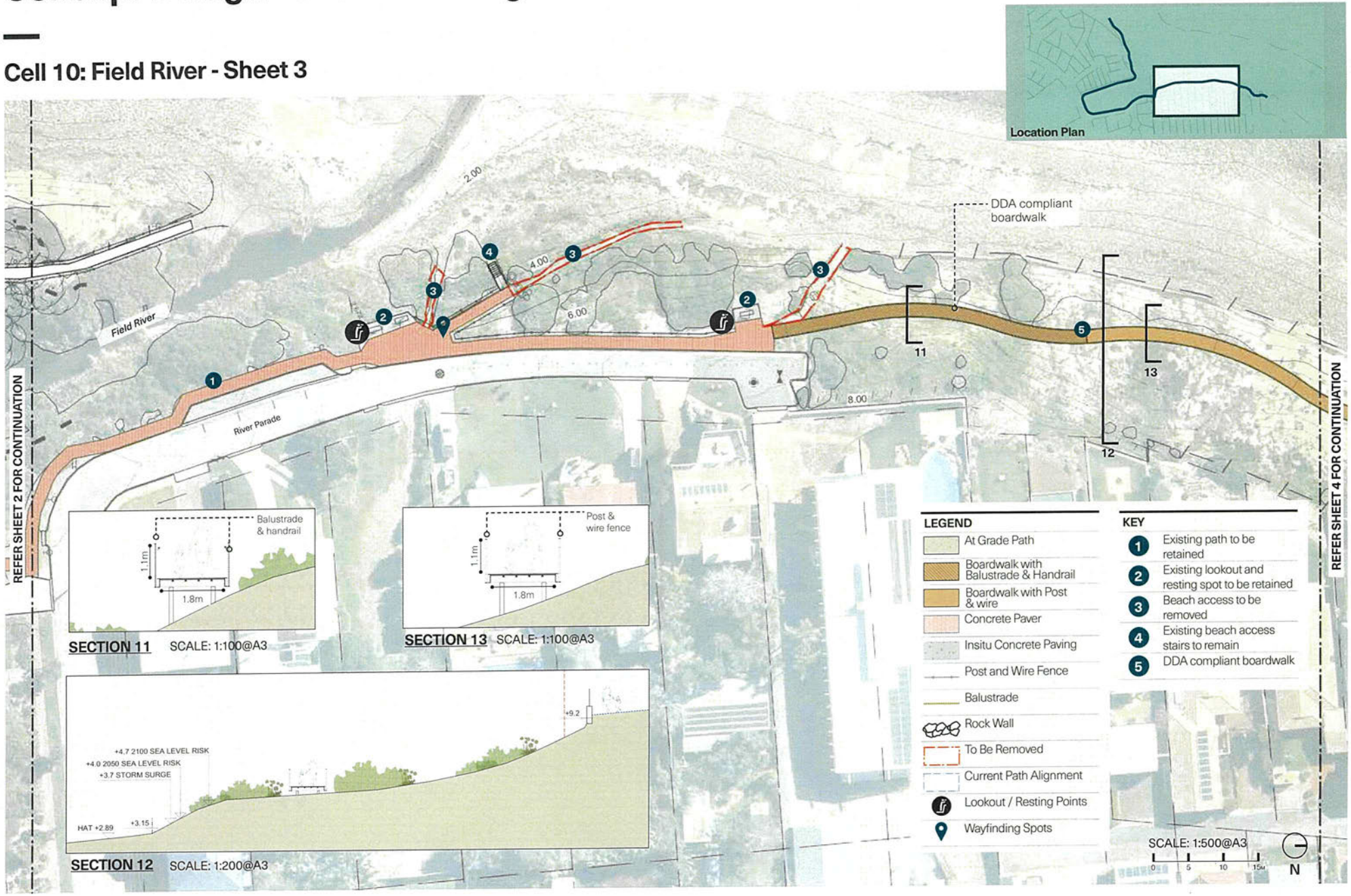
Concept Design - Preferred Alignment

Cell 10: Field River - Sheet 2



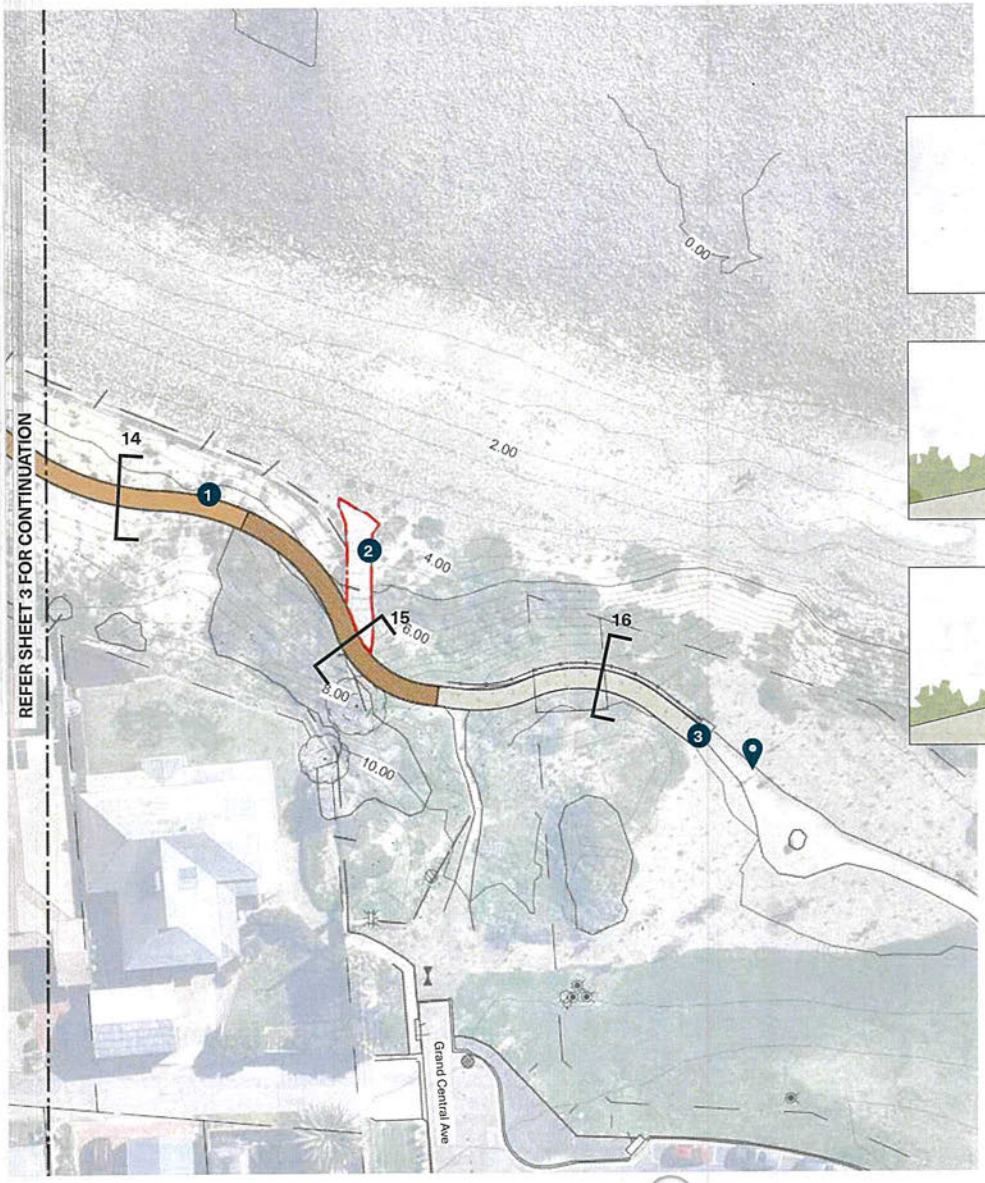
Concept Design - Preferred Alignment

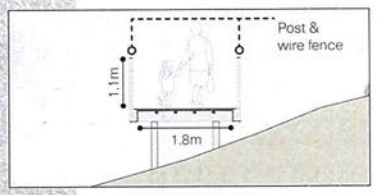
Cell 10: Field River - Sheet 3



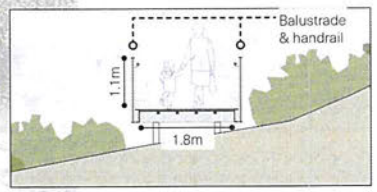
Concept Design - Preferred Alignment

Cell 10: Field River - Sheet 4

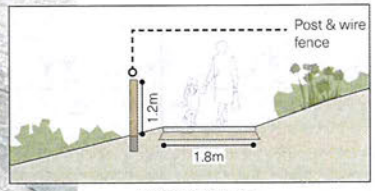




SECTION 14



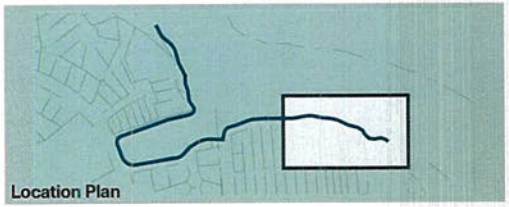
SECTION 15



SECTION 16

SCALE: 1:100@A3

0 1 2 3m



KEY

1. DDA compliant boardwalk
2. Beach access and stairs to be removed
3. Connect to existing path

LEGEND

- At Grade Path
- Boardwalk with Balustrade & Handrail
- Boardwalk with Post & wire
- Concrete Paver
- Insitu Concrete Paving
- Post and Wire Fence
- Balustrade
- Rock Wall
- To Be Removed
- Current Path Alignment
- Lookout / Resting Points
- Wayfinding Spots

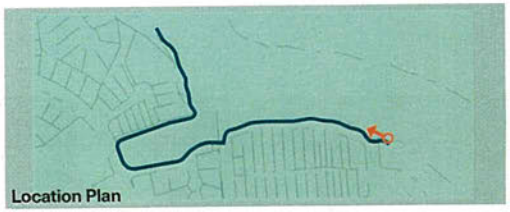
SCALE: 1:500@A3

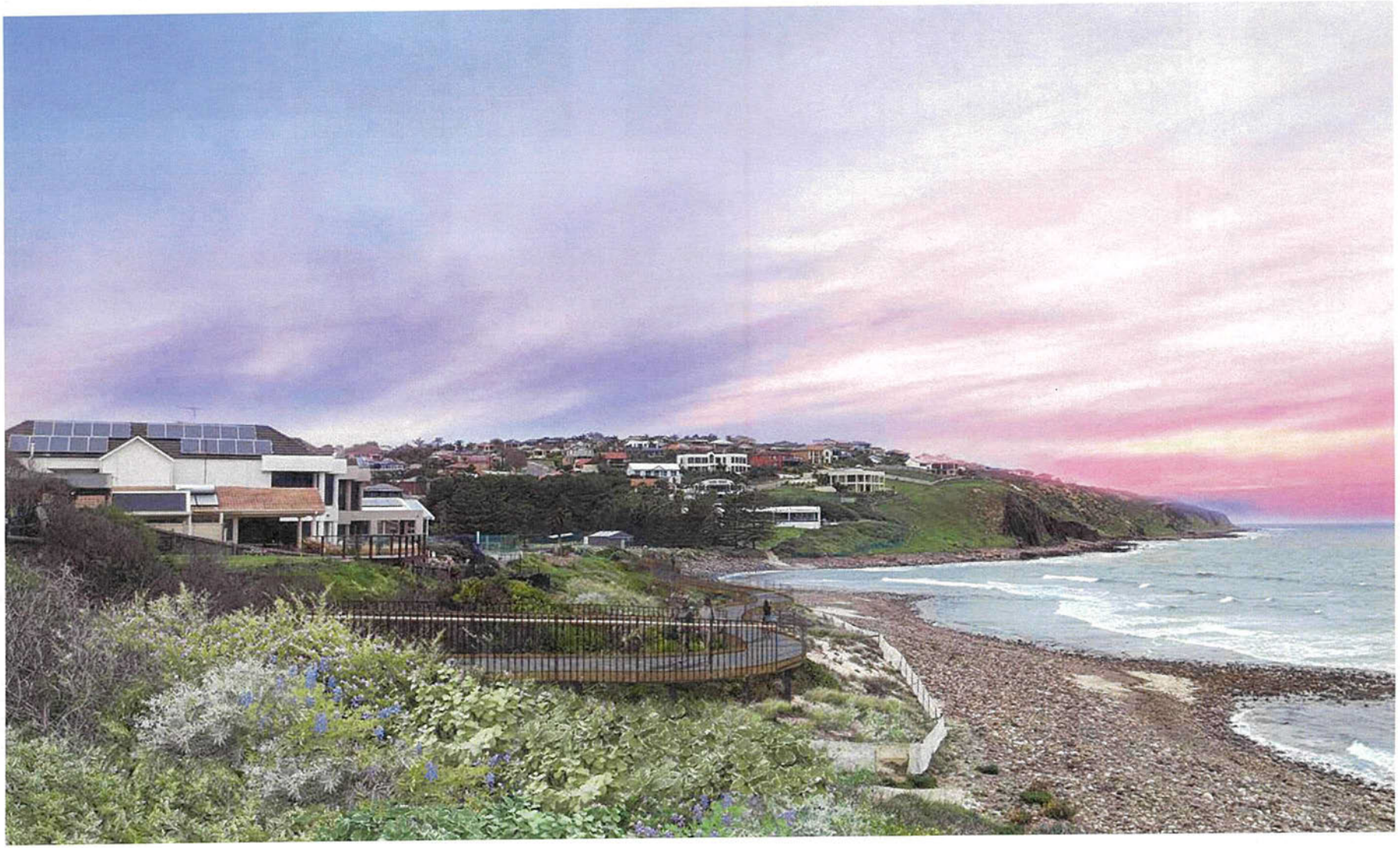
0 5 10 15M

N

Concept Design

Cell 10: Field River - Boardwalk Perspective





Materials Palette

BOARDWALK STRUCTURE

OPTION 1

3D View 1

3D View 2

MATERIALS PALETTE

Balustrade

HOT DIP GALV. STEEL - PAINTED

STAIRS & LANDINGS

GRADE 316 STANINLESS STEEL WIRE MESH

LOOKOUTS

Decking

TIMBER

LOOKOUTS

FIBRE REINFORCED PLASTIC

STAIRS & LANDINGS

Structure

HOT DIP GALV. STEEL - PAINTED

Notes
1. Materials selection pending cost plan and engineering.
2. Preference for environmentally sustainable materials where feasible.

Materials Palette

BOARDWALK STRUCTURE

OPTION 2

3D View 1

3D View 2

MATERIALS PALETTE

Balustrade

TIMBER & HOT DIP GALV. STEEL - PAINTED

STAIRS & LANDINGS

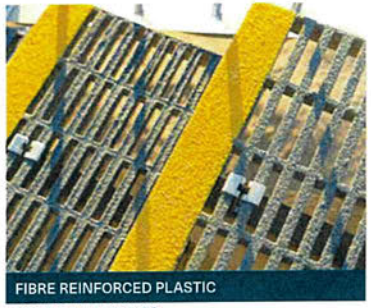
GRADE 316 STANINLESS STEEL WIRE MESH

LOOKOUTS

Decking

TIMBER

LOOKOUTS



FIBRE REINFORCED PLASTIC

STAIRS & LANDINGS

Structure

FIBRE REINFORCED PLASTIC & TIMBER FACADE

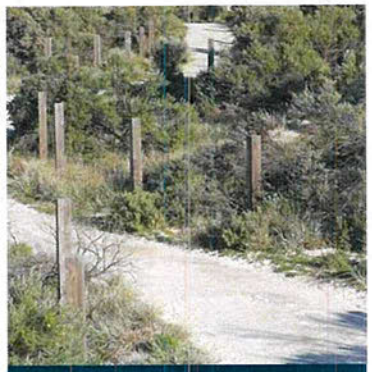
Notes
1. Materials selection pending cost plan and engineering.
2. Preference for environmentally sustainable materials where feasible.

Materials Palette

At Grade Path

Paving Options

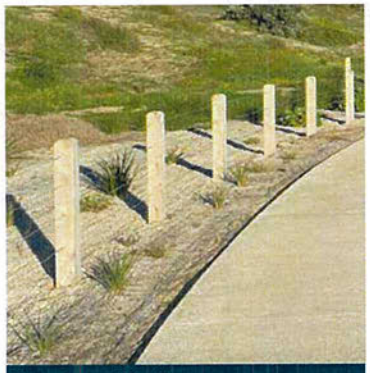
Exposed Aggregate Concrete

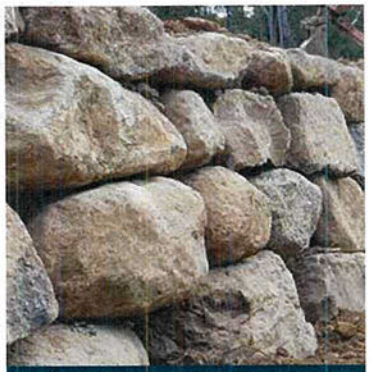

Compacted Gravel

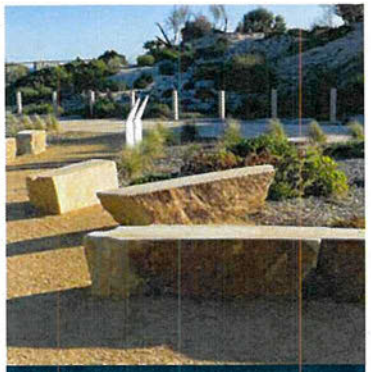
Concrete Paver

Mortared Stone

Furniture and Fixtures


Timber Post and Wire Fence


Boulder Rock Wall


Seating

Interpretive Signage

Wayfinding Signage

Public Art

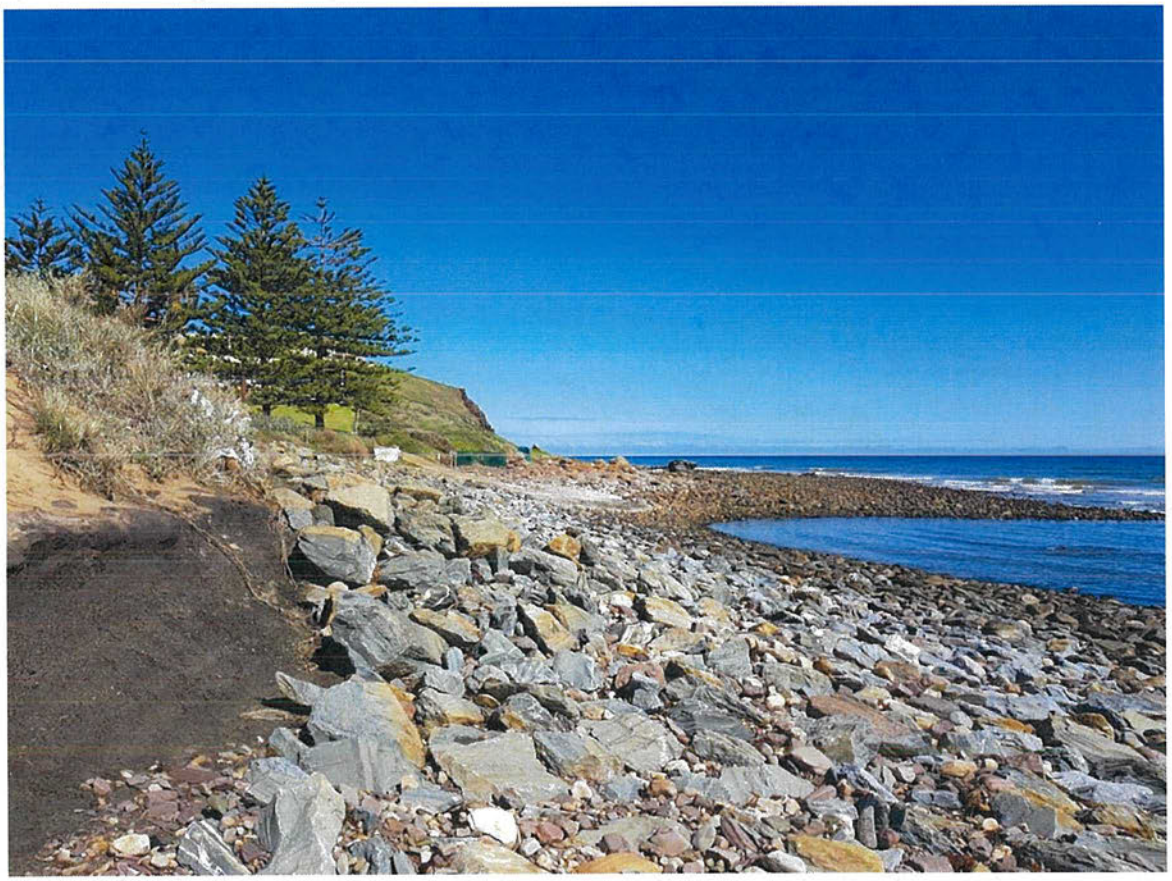
ASPECT Studios

9/11 Bailey St, Adelaide, SA 5000
T: +61 8 8231 9985
F: +61 8 8231 1859
E: adelaide@aspect-studios.com

Coastal Walkway
Pre-Design engagement
September 2020

CITY OF MARION

Community consultation outcomes
September 2020



Designs on walkway

In August 2020 Council appointed Aspect Studios as the specialised consulting team to design the next stage of construction work on the Coastal Walkway.

The works will include rebuilding Kurnabinna and Grey Road gullies in Hallett Cove and connecting the walkway between Heron Way and the Field River.

The overall project will cost $4.8 million with the State Government contributing $2.4 million as part of its stimulus package to deal with the impacts of the coronavirus pandemic.

Coastal Walkway
Pre-Design engagement
September 2020

CITY OF MARION

Community Engagement

On Monday 17 August at Cove Civic Centre, the team with design consultants held a Community Engagement Forum to provide a project update and hear from the community on what was important and how this feedback could inform the design phase.

The planned design sections of the Coastal Walkway include Grey Road Gully, Kurnabinna Gully and the Field River.

From **24 August until 4 September** we also provided an online consultation for people to provide their feedback online.

We value community input and provide this summary of people's contribution to ensure the walkway continues to be a highly valued and popular asset.

Community feedback statistics

Consultation extent included approximately 820 properties

The feedback received from the community overall included:

- A total of **47** registered for face to face event
- A total of **45** registered to receive email update and presentation
- **25** people attended the face to face session (excluding Elected Members and staff)
- An email was distributed to **107** people inviting them to view the presentation and provide their feedback online
- The Making Marion page was viewed **437** times
- **7** people completed a survey by visiting Making Marion
- A Facebook post was promoted reaching over **5,000** people.

City of Marion
Published by David Dickson [?] · 4d ·

Coastal Walkway - Time to have your say
Consultation for the Coastal Walkway is open until 4 September 2020.
Please visit makingmarion.com.au/coastal-walkway for more information.

5,195
People Reached

638
Engagements

Boost Unavailable

City of Marion Facebook post

Facebook comments received included:

- *Why? What's the plan, sell it off like the parks in the area?*
- *You never listen to the public anyway*
- *I hope you use South Australian contractors, products and workers.*
- *Just like all councils, you are going to do what you want, when you want bugger what your rate payers think! A good idea would be to put some speed reducing flat humps on Grand Central Avenue, they are treating Grand Central Avenue like a highway.*
- *Jeez some miserable old grumps here lol*
- *City of Marion the link for the feedback form is broken. Cheers*
- *How about give me the 4.8mil and I'll carve you a walkway just an idea for a thought*
- *Finally ! First time in history south road work was finished quicker than boardwalk*
- *If it allows all folk to enjoy the walk then it's okay*
- *What's happening with the rock pool, would like an update on that*

Coastal Walkway
Pre-Design engagement
September 2020

CITY OF MARION

MARION Home City of Marion Website Search City of Marion

Home › Coastal Walkway

Coastal Walkway

Consultation has concluded on the pre design stage. We will be providing community feedback to the consultants to consider.

Designs on walkway | August Update 2020

Council has appointed Aspect Studios to design the next stage of construction work on the Coastal Walkway.

This will include rebuilding Kurnabinna and Grey Road gullies in Hallett Cove and installing a new stretch of the walkway connecting Heron Way Reserve and the Field River.

Community Information session

On Monday 17 August at Cove Civic Centre we held a community update about upcoming building work along the Coastal Walkway.

This was an opportunity to contribute to the design of Grey Road Gully, Kurnabinna Gully and the Field River.

From **24 August to 4 September** we also provided an online consultation for people to provide their feedback online.

Council values your input and looks forward to your contribution to ensure the walkway continues to be a highly valued and popular asset.

Here you can:

- View the presentation that was recorded at the community session
- View some FAQs about the project

We will consider community views where possible in the development of the design for the walkway. We are currently collating the responses.

Community session evaluation

If you attended the session please fill in this short feedback form here - we would love to hear how you found the event.

FAQ

- Is Council considering a boardwalk structure across the mouth of field river as part of the design options?
- When will Council notify the community regarding the preferred design options?
- Will Council consider using recycled plastic products as part of the material selections for the walkway?
- What is the Coastal Walkway?
- What is the City of Marion's Coast Park Plan?
- Why are Hooded Plovers important?
- Why are these works being done?

more

Lifecycle

November 2019
Council endorse $4.8m Coastal Walkway plan to re-open gullies and extend the walkway to Field River mouth

April 2020
Council receives State Government funding of $2.4m

Making Marion Consultation website

Coastal Walkway
Pre-Design engagement
September 2020

CITY OF MARION

This summary of comments includes online submissions and outcomes from the face to face sessions. People also sent in emails and we provide the following summary of responses.

Environment

- Range of indigenous vegetation from "urban forest"
- Can the gully tracks allow access to land either side to permit weed control
- Toilets, shades and seats are needed along the walkway
- Sweeping views uninterrupted
- Is there a specialist vegetation person on the team? Also are there bird/wildlife specialists on the team?
- improve on what's already there - increased vegetation, erosion minimization
- Commitment to continue maintenance of natural environment to ensure the coastal reserve and beach flora and fauna thrive
- Preservation of the uniqueness
- Making the site people friendly while maintaining natural habitat. While habitat is important, people still need to be able to utilise and access the space, there are thousands of KMS of other beachfront in SA that can remain in natural state.
- Needs to blend in with the significant geological aspect
- Hallett Cove is a beautiful and significant coastal area. My family and I have resided at [redacted] for the past 27 years and the proposed walkway alongside the Field River and coastal dune will have a significant and lasting impact on the local environment and our amenity.
- Respectfully, we ask that we be allowed to contribute to the Council design process for the establishment of a coastal walkway in the area surrounding and directly impacting our home.
- Importantly, the remnant dunes are a sensitive and small remaining pocket of native vegetation and a sanctuary for coastal flora and fauna. A significant effort has been made by Council and residents over the past three decades to re-vegetate these dunes and maintain their natural state.
- The Councils past strategy to restrict public access in order to maintain a sanctuary in the fragile dune vegetation should be continued to prevent any further degradation to this sensitive environment.

Overall people are keen to ensure we maintain natural environment, respect the work of the community and the revegetation efforts and consider those directly impacted.

Cultural Value

- Signage – Plants, fauna, fish, history, fossils, geography
- Signage – Bird life etc, Aboriginal history
- Night sky map indigenous
- Are Kaurna people on the planning / management group – not just add on
- Signage for first people, history on significant sites
- Gaining world heritage listing for the Tjilbruke Trail should be a goal. Is the work amenity proposal compliant with world heritage hiring?
- Sufficient info to inspire people of all ages.
- World Heritage recognition sounds good for longer team funding and profile of area
- Cultural info on the aboriginal significance of areas
- Identification of cultural sites with importance
- Adelaide icon – If we want visitors – we need to provide parking access
- this is part of the Tjilbrukke trail and this must be acknowledged in a meaningful way including respecting all Kaurna ceremony & traditions plus explanations to educate non-Kaurna visitors
- More signage and interactive educational pods along the path and Hallett cove beach with both written story and images that tells the story of Tjilbruke https://kaurnaculture.wordpress.com/tjilbruke-dreaming-tracks/ through engagement and consultation with Elders.
- Respecting the views of local indigenous population by listening and following
- Where appropriate have signage outlining cultural values, but still allow others to use that space.
- Not fussed
- We are aware Indigenous remains were identified in the dune south of the Field River in the mid-1990s and we acknowledge the importance and cultural significance of this area. This geological and significant cultural destination should be restricted from public access and given conservation status.

Overall, there was commentary of people wanting to ensure signage and information about the importance of the sites and for Council to ensure appropriate consultation with Kaurna community.

Safety + Access

- Parking – Disabled ramps – seating areas – viewing platforms
- Access to beach / field river for disabled, suffers, kayaks / paddle boarders
- Safety – keep path away from home boundary's
- Composite wood fire risk?
- The bottom of Grey Rd Gully is not very high above sea level. Could access to beach be provided at Kat Point
- Keep bikes + walkers separate
- Steps that are not too high
- Safe access of workers and equipment down sides of gullies
- Avoid slippery pebbles on slopping areas
- Rising sea leaves? And high tides?
- Wide enough to pass others safety
- Incorporate safety signage where needed
- Safety of workers and residents in asbestos removal
- Minimum impact with hand rail and fences where safety permits
- Pedestrian access to beach, field river and other locations
- Alternative sections, split trails well signed
- Sensitive lighting (solar) for safe walking at night
- Better signage on separate trails
- Consideration for emergency access points
- Dogs to be kept on leads
- Ramps where needed
- see above re all wheeled vehicles & dogs.
- Construction materials used where a raised decked path is needed for access over deeper gullies preferably be:
    - All main support posts into ground - High grade marine steel and cross supports and decking maybe other materials easily removed and replaced if/when needed. Where possible not have a constructed path, rather create a path along the ground using compounded road base and light dolomite compounded for relative accessibility for most as the path will follow the undulating topography Ie. more accessible for those using aides than an elevated decked path with steps. Ensure where possible width of path be a minimum of 1.5 metres and 2 if possible. Signage along path and key points a map indicating location of public facilities.
- Obviously needs to be safe ... but there should be access for all
- Wheelchair, pram access where possible, wider pathways to allow social distancing. Current boardwalk is too narrow as some people spread themselves over the width of the pathway and don't consider other users.
- Nil issues
- We encourage Council to design the walkway with access along the toe of the dunes to provide a clear line of sight that contributes to a safe public walkway while protecting the fragile dune environment.
- We do not support the construction of a new bridge over the Field River when there is a perfectly safe, suitable and substantial all-weather bridge at Cormorant Drive only 100 meters from the Field River mouth. With good signage along Cormorant Reserve walkway, this bridge can highlight the alternative all weather access to the top of the Coastal walkway from Gull Street during storm surge conditions.

- We urge Council to establish a "Dogs on lead at all times" zone around the Field River mouth area for the safety of young families and the fauna and flora in this area. The shale beach makes it difficult to retrieve and maintain control of animals at all times. The immediate area is one of the few breeding grounds of the endangered and protected Hooded Plover which is particularly exposed to dogs on the beach and path.

Overall, people are very interested in the safety of this walkway. Comments about the bridge over Filed River were also received as well as some concerns about dogs being on leash. Access for all was also a strong theme.

How it looks + Feels (Amenity)

- Location of lay down area, construction sheds etc
- Blends in with the environment as much as practical
- Boardwalk should go behind sand hills on southern side of field river
- Adequate bins, drinking water stops to be retained and upgraded
- Do we need all the signs that don't get enforced and unnecessary?
- Blending in with existent nature
- Places to exit walkway for viewing + passing
- Easy steps in steeply locations
- Modern design – future looking (not something from the past)
- Link to rest of boardwalk but include Hallett Cove aspects / coast
- Make a place of international standard
- Seating / viewing areas – places to reflect, read signs, take pictures
- Inclusive areas for disabled & family members
- Prevent further erosion of sand deene adjacent lower field river
- Follows line of coast, aesthetically pleasing, noninvasive to views of coast
- interaction with nature in an environment which is physically challenging - it's great to interact respectfully with serious runners/athletes as occurred when the trail was last fully open. It's great that bicycles aren't present as this is already a busy trail & if bikes or any other wheeled transportation mode was introduced this trail could become as dangerous to walkers as parts of the River Torrens linear pack. Dogs must be kept on leashes at all times, not just when the owner sees someone coming. Amazing views in all weather - I love bush and coastal walking
- Not deter too far from existing natural beauty
- Non-intrusive
- Relaxed, inviting, easily maintained, use natural or recycled elements where possible. People friendly, improve seating for people to enjoy the view.
- Needs to be aesthetically pleasing and WIDER. Currently, it breaches the 1.5 meter requirement when you pass walkers from the opposite direction
- When designing the new walkway, we urge the present Council to seriously consider and adopt control measures put in place by the Council over the past 27 years to eliminate and suppress the trespassing, disturbances and security issues experienced by the residents to their amenity by designing a public walkway separated from the residential boundaries.

Overall people are keen to see it integrate with current environment and to ensure adequate places for people to sit and view the coast, also that security and trespassing measures are in place for residents.

Other

- Toilets and shaded seating
- Build with minimal waste – with environmentally friendly products – locally sacred material and labor
- Night Sky Maps (indigenous)
- Car parking – disabled viewing seating
- Access to the surf spot for surfers not to obstruct
- How does integrate with other plans e.g. rock pool / swimming at Hallett Cove beach – is this going ahead?
- Does the design take into account ability to access the gullies – original posts were carried by hand
- Protecting remnant vegetation
- Public rubbish and its removal
- Does the design for gully work include capability of sub-contractors to do it properly to do it properly
- Toilets
- Minimum disturbance construction (to vegetation and geology)
- Engagement from schools + community / groups in building + design (eg signs)
- Signage for the railway access
- Protecting sand deene @lower field river + nesting ground hooded plover
- Suspension bridges over gullies?
- Trail signposting for example 'Brighton 5km'
- Area for bird watching at field river – possibly raised (with signage)
- Residents impacts on street / driveway access possibly blocked
- Length of trail to next point – signage
- The current Gully paths follow the contours of the slopes, is that seen as a good thing?
- Maintaining the steep gullies is vital
- Please provide pathways/map & signage for access from all railway stations to this trail. Connect the 2 as part of making it a high-quality international tour control? action - aim for World Heritage Listing of the whole Tjilbruke trail provided the Kaurna people want this of course.
- Most people cross the field river mouth at the beach. They DO NOT walk across the Cormorant Drive bridge. The river mouth is impassable probably about 10-12 times a year after heavy rain. At most other times the river mouth is 1-3 meters wide and the water is only a few centimeters deep. To get across people jump across the narrowest section or place rocks in the water to use as stepping stones. I would recommend installing some low-level concrete pads 50 centimeters apart to provide an easy way of stepping crossing the river mouth most of the year. The coastal path should then be extended across in front of the dunes and the white house to link up with the southern section of the coastal trail. The coastal path in front of the dunes could be built out of the existing beach rocks. This would make the whole coastal walkway more user friendly with minimal environmental impact.
- Consider initial investment of various designs and materials plus the ongoing cost of maintenance over time
- Please get this right ... do not destroy this amazing area
- Minda walkway is a good example to follow, high, wide pathways over dunes and rocky areas for easy access. HC foreshore has too many rocks in places, consider

moving rocks to other rocky areas to give more people friendly sandy beach space. Are sea grasses being investigated to improve sand on HC beach? Sand on the beach was here before rocks on the beach, so there should be no issue in relocating rocks to other sections. Restore the beach to how it was in the past, SANDY.

- It WAS previously classified as one of the top 5 coastal walkways in Australia. That has now gone due to the delay in having it fixed.
- On the 12 December 2018 we provided a comprehensive submission for the Hallett Cove Coastal Walkway community consultation which included reports on the proposed Coastal Walkway from Doug Bowers of Civil & Environmental Solutions and Dr Ian Dyson, PHD Coastal and Environmental Geologist in support of our submission to Council. We request this detailed submission be given consideration in the design process. In addition, we would also like to advise that we have provided today by email an additional report from Dr Ian Dyson regarding the Coastal Walking Trail to the Coastal Walkway Coordinator, Alex Cortes.
- We thank Council for the opportunity to provide our views on this matter.

People commented on materials used to be local and recycled, the opportunity for toilets and some heritage listing opportunities of such a unique site, as well as opportunities for signage and education. **Comments received post consultation – email submissions**

Unfortunately I was unable to attend last night's public information session on the proposed upgrade of the costal walkway.

However, as a longtime resident of [redacted] I have observed the deterioration of the timber stairways linking the gully adjacent to my house.
I would like to suggest that the designers, aspect studios, consider replacing the steep stairways with graded, zig zag walk-ways following the natural contours of the Gully.

This has been done successfully in the Hallett Cove Conservation Park. The existing stairways are very steep and difficult to negotiate for children and the elderly.

As discussed last night, I include my contact details below in my footer and I, along with all the other residents from [redacted] welcome any opportunity to discuss directly and objectively with you our thoughts and concerns regarding this project.

Your project considerations that included **Flaura, Fauna, Cultural, Geotechnical, Environmental** and as you confirmed during Q&A with [redacted]; **Residential**, give us hope that your solution will deliver a solution pleasing to many but all importantly protect us from a repeat of the consequent effects experienced previously.

Consequent effects such as:

- Theft of Property
- Destruction of property – such as bonfires fuelled by residents furniture
- Objects thrown onto property
- Diminished privacy
- Threats of assault and
- Physical assault.

During those times, SAPOL call outs were regular to this **"Destination Point"** as their records reveal; **code 101 "Disturbance"** represented **35.3%** of all call outs and was ranked the number 1 reason for call out in this area at that time. Since then to August 2018, code 101 "Disturbance" had fallen to 5.4%. (Source SAPOL: Sturt Branch)

Next Steps

On Monday 14 September, Council staff and Consultancy team will hold an onsite meeting with residents from River Parade, Hallett Cove to seek input and discuss potential path alignments with residents directly impacted.

Feedback form

SURVEY RESPONSE REPORT

01 September 2020 - 18 November 2020

PROJECT NAME:
Coastal Walkway

BANG THE TABLE engagementHQ

SURVEY QUESTIONS

Q1 provide comments here

Respondent 1
11/8/2020 11:22 AM

From the plans provided it is unclear whether the path adjacent the twin benches at the the end of the field river / on river parade that is used to transport kayak to the seafront with trolleys will be maintained or removed. The existing staircases are unsuitable as they are too narrow to carry a kayak and stairs make it difficult to use a trolley to transport kayak. The requirement for suitable rivermouth/sea access for kayaks was raised at the community consultation event held at the Cove Civic Centre. A ramp without fencing/rails would be a more appropriate solution, located as close as practical to existing access path. The other concern is that the existing path used by surfers at the end of Grand Central has been marked for removal. Surfers have used this area for many year and this was also raised at the community consultation event held at the Cove Civic Centre. It appears that the needs of recreational sports people have not been taken into account in the development of this plan.

Respondent 2
11/13/2020 04:26 PM

I've had difficulty downloading the concept plan. I found the plan confusing and needed to speak to Alex Cortes to clarify. I was particularly concerned that "3" on the image is defined in the key as a new 1.8m path to match the Esplanade path. Alex advises that the key doesn't relate to the Field River section and that the intention is to remove the path on the beach shown as parallel red hatching lines. This path line runs through previous nesting sites of the endangered Hooded Plovers. Assuming Alex's explanation is correct I support the proposal as I believe that it will significantly improve this section of the coastal walkway whilst providing improved protection for the natural environment of the area.

Optional question (2 response(s), 0 skipped)
Question type: Essay Question

Community Gardens Agreement
Report Reference: GC201124R09

Moved Councillor – Matthew Shilling **Seconded Councillor - Sasha Mason**

That the item *Community Gardens Agreement* be deferred until the relevant community groups have been consulted on the Community Gardens Policy and Community Gardens Agreement Template.

Carried Unanimously

Coastal Walkway Concept Design & Outcomes from Community Engagement
Report Reference: GC201124R10

Moved Councillor – Matthew Shilling **Seconded Councillor - Sasha Mason**

That Council:

1. Endorse the Coastal Walkway Concept Design for Cells 5, 6, and 10 (Attachment 1) for detailed design and construction.

2. Authorises the Chief Executive Officer to award the construction contracts for the Coastal Walkway Project Cells 5, 6, and 10 (Attachment 1) on the basis that the final tender price is within the endorsed project budget of $4.8 million, accounting for all project costs.

3. Notes that administration will continue to consult and engage with key stakeholders during the detailed design process and during the construction phase.

Carried Unanimously

Cove Sports and Community Club - Community Consultation Feedback and Feasibility Options
Report Reference: GC201124R11

Moved Councillor – Matthew Shilling, **Seconded Councillor Maggie Duncan**

That this item *Cove Sports and Community Club – Community Consultation Feedback and Feasibility Options* be deferred to the General Council Meeting to be held in January 2021 to allow further information to be provided.

Carried

10.5 Coastal Walkway - Concept Design Update	
Report Reference	GC211026R10.5
Originating Officer	Coordinator Coastal Walkway – Alex Cortes
Corporate Manager	Acting Manager City Activation - Brett Grimm
General Manager	General Manager City Development - Ilia Houridis

REPORT HISTORY

Report Reference	Report Title
GC201124R10	Coastal Walkway Concept Design
GC210622F03	Coastal Walkway Update – Field River
GC191126R07	Coastal Walkway Project

REPORT OBJECTIVE

To present Council with new concept designs for the Coastal Walkway Project, Segment 5 (Grey Road Gully) & Segment 6 (Kurnabinna Gully) for endorsement to complete detailed design.

The revised concept designs recommend the installation of two suspension cable bridges to connect across both gullies in lieu of reconstructing a boardwalk structure and steps along similar alignment to the existing. This report provides the findings of the community engagement recently conducted 5th October -19th October 2021.

The project has been identified as a major project and prioritised in Council's 2019 -2023 Business Plan.

In accordance with the State Government funding agreement, construction works on the gullies is required to be completed by December 2022.

EXECUTIVE SUMMARY

The City of Marion Coastal Walkway from Marino to Hallett Cove is a highly valued and important community asset that attracts visitors and contributes to the liveability of the City.

Adelaide Metropolitan Coast Park extends along Adelaide's coastline from Sellicks Beach to North Haven, with Marion Coastal Walkway providing an approximate 8km section.

As endorsed by General Council on 22 June 2021, design of the Gullies is underway through the Early Contractor Involvement (ECI) model. This procurement approach allows involvement from contractors to inform the design through construction methodology advice, provide innovative solutions, mitigating risk and providing price certainty.

Through the design development process suspension cable bridges have been considered as a preferred option to span across these gullies providing the following benefits;

- improved accessibility
- cost effective construction
- minimal impact to natural environment
- project delivery timelines

The concept plans illustrate that the stairs and access to beach at Segment 6 (Kurnabinna Gully) are removed due to the risk of cliff rockfalls and associated hazards with tidal sea levels at the bottom of the gully.

Concept designs for the cable structure bridges and path alignment have been presented to the following key stakeholders with positive feedback.

- Coast Protection Board (DEW)
- Minister for Environment and Water
- Department for Infrastructure and Transport
- The Office for Design & Architecture SA – (ODASA, formerly DPTI) Planning and Development Fund
- Kaurna Nation Cultural Heritage Association (KNCHA)

Broader community consultation was conducted 5th -19th October with a mailbox drop distribution and online survey. Council received a total of 121 online survey responses of which **76 (63%)** either very dissatisfied or dissatisfied. Conversely, **35 (29%)** are either satisfied or very satisfied.

Should the Council elect not to proceed with the suspension cable bridge, alternative design options will continue to be explored. This has the potential to delay commencement of construction and delivery dates, higher construction costs and associated impacts on funding agreement acquittal by December 2022.

RECOMMENDATION
That Council:

1. **Notes the community engagement findings report**
2. **Endorse the cable bridge concept designs for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) for completion of detailed designs with consideration of Community feedback.**
3. **Endorse removal of beach access at Segment 6 (Kurnabinna Gully).**
4. **Receives a further report in December 2021 on the updated costs for the construction of the Coastal Walkway Project for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) including suspension bridge option.**

GENERAL ANALYSIS

The Coastal Walkway project supports the following Council strategic objectives:

Liveable	Enhancement of community living, assists in creating vibrant community facilities and open spaces.
Valuing Nature	Promotes biodiversity and improves opportunities for people to enjoy open spaces and interact with nature
Connected	Enhanced ability for social interaction, improves movement across the city, enhances walking path connections across the city.
Whole Life Costs	Aligned to Coastal Walkway Asset Management Plan 2020 - 2030 committed in reducing asset life cycle costs and improved functionality.

DISCUSSION

Following investigations from a structural audit conducted along the walkway in early 2019, recommendations concluded to close structures of Segment 5 (Grey Road Gully) & Segment 6 (Kurnabinna Gully). These structures were deemed high risk due to the inadequacy of the footings and concerns with safety to the users.

In November 2019 (GC191126R07) Council committed $2.44 million for the reconstruction of these two Gullies including the new connection of Segment 10 (Field River)- currently under construction for completion December 2021.

The State Government has provided matched funding through the 2020 Department for Infrastructure & Transport (DIT) open space funding stimulus, bringing the total project budget to $4.88 million.

As endorsed by General Council on 22 June 2021, the Gullies are being designed through an Early Contractor Involvement (ECI) model. This procurement approach has allowed early involvement from contractors to inform the design, explore alternative construction solutions based on scope, site complexities, geology, flora & fauna, risk, and cost saving opportunities to value manage whilst achieving a high-quality community outcome.

During the design development phase, the design consultancy team have identified using suspension cable bridges as a practical and cost-effective design solution for Segment 5 (Grey Road Gully) & Segment 6 (Kurnabinna Gully) in lieu of reconstructing and replicating the boardwalk and step structure as per existing the alignment. Refer to Attachments 1, 2, 3, 4 and 5 for illustration of the concept plans, perspective views and cross sections.

Key benefits of building the suspension cable bridge option across the gullies include:

- Minimise project construction timeframe and delivery cost
- Easy access for visual maintenance inspections of all components through asset lifecycle
- Reduced asset maintenance expenditure over the useful life
- Asset useful life of 50-60 years
- Low noise disturbance with further acoustic modelling to formulate design
- Fewer materials result in cost effective replacement
- Construction materials can withstand coastal environment
- Durable materials utilising FRP (Fibre Reinforced Plastics) for improved durability outcomes
- Improved pedestrian access for all users removing multiple flight of stairs
- Multiple footing risk reduced
- Prevents ongoing damage to flora & fauna with potential gullies to revegetate over time
- Removes risk of rock falls potentially falling onto lower levels
- Potentially an iconic innovative landmark for our community / city
- The construction of suspension cable bridges as part of the coastal walkway is excluded from the definition of development and therefore would not require development approval.
- The proposed cable bridge option will significantly reduce foundation works required on the steep embankments compared to building a conventional boardwalk.
- The suspension cable bridge option would be designed to Australian Standards (AS 5100 - Bridge design, Part 1: Scope and general principles).

Summarised below is a comparison of the pros and cons for different walkway options to deliver the reconstruction of the walking trail across the gullies.

Feature Points	Cable Bridge	Boardwalk Stairs
Asset Maintenance	Easy access/ visual inspection of all components over the life of the structure. Fewer materials result in cost effective replacement. General maintenance can be conducted safely. **Level 1** Inspections carried out twice a year – Visual Inspections of condition of all components visually accessible required by Council Staff. **Level 2** Inspections carried out parodically every 5 years. The main support cables will require tightening at this frequency - Inspection identifies and collates all the individual structural elements and assigns a level of risk by experienced consultant or Council Staff with correct skill sets. An experienced Structural Engineer will be engaged to inspect, assess and recommend actions that could include detailed further analysis or investigation including load testing.	Hard access for visual condition inspections over the life of the structure. **Level 1** Inspections carried out twice a year – Visual Inspections of condition of all components visually accessible required by Council Staff. **Level 2 / 3** Inspections carried out at least every 3 years- Inspection identifies and collates all the individual structural elements and assigns a level of risk by experienced structural engineering consultants or Council Staff with correct skill sets.
Segments 5 and 6 Whole of life Costs (50 years)	Monitoring / Maintenance / Repairs. Asset Acquisition - $4,000,000. Depreciation Costs - $80,000 pa. Maintenance Cost - $20,000 pa. **WOL – $9 Million**	Monitoring / Maintenance / Repairs. Asset Acquisition - $5,300,000. Depreciation Costs - $106,000 pa. Maintenance Cost - $26,500 pa. **WOL – $11.9 Million**
Mobility access	Improved pedestrian access removing multiple flights of stairs allowing	Limited accessibility for those users who have limited / low level of fitness.

	accessibility for all levels of fitness and users. DDA access is not possible.	
Useful Life	Design life of 50-60 years with material selection widely used within coastal environment.	Design life of 50-60 years with material selection widely used within coastal environment.
Construction Timeframe	Approximately 80% of elements prefabricated off site with reducing the construction timeframe and overall project risk. 6 month construction January – July 2022.	Labour intensive with high level harness and ropes required to construct safely, potentially increasing the build timeframe by 4/5 months. 12 month construction January – December 2022.
Construction Cost Estimate*	Preliminary cost estimates to construct both Gullies and associated works is in the order of $4 million. Within the $4.88 million budget including Field River, the cost of the gullies could see $300,000 above existing budget.	Preliminary cost estimate to construct both Gullies and associated works is in the order of $5.3 Million. This is due to increased manual handling with limited access for mechanical assistance. Potential $1,300,000 overrun above existing $4.88 million budget.
Beach Access at Kurnabinna Gully	Beach access will be removed due to bridge structure.	Beach access can be retained but will require realignment and rebuild due to poor constructability and risk of rock falls.
Visual Impact	The bridges will provide a visual element in the landscape, however the bridge deck levels and portal heights illustrated in attachments are located to minimise the effects on neighbouring properties. Further design development to consider the effects.	Low – follows existing terrain at various vertical heights.
Concerns with Jump risk	Designed to standards with appropriate balustrades height.	Designed to standard with appropriate balustrades height.
Environmental Impact	Less impact on Flora & Fauna with reduced number of footings allowing gullies to	Increased Environmental impact with numerous footings required to support

	rejuvenate.	rises and runs in stairs.
Visitor experience and recreation	Would provide a unique experience with cable bridge crossings becoming iconic landmarks along the trail. A destination in their own right.	Stairs provide recreational opportunities for those that have capability, pending on level of fitness. Can be extremely challenging for some members of the community.

**Note – Price certainty will be known once design documentation option is finalised. Costings for the construction of the Gullies will be reported through General Council meeting in December 2021*

Community Engagement

A proactive communication approach has been undertaken to continue to engage and inform the broader community and key stakeholders on the overall design of the gullies.

On 17 August 2020, Council held a community engagement forum at the Cove Civic Centre. The evening was well represented with over 50 residents attending and was opened by Mayor Hanna and Minister for Environment & Water, the Hon. David Speirs.

The purpose of this community engagement was to provide a project update, introduce the consultant team and hear from the community about what was important to them re coastal walkway opportunities.

More recently Council distributed an update flyer and survey 5 October-19th October 2021, depicting a modified design layout including proposed cable bridge structures. The Making Marion website provided relevant design information and online survey. Refer Attachment 6 – Coastal Walkway Community Flyer.

Consultation feedback was opened for 2 weeks with closing date of 19 October. Refer Attachment 7 – Community Consultation Survey Feedback

Approximately 430 residents were letterbox dropped with Council receiving 121 survey responses. A total of 40 responses were provided within the distribution area, with a further 81 responses provided from further afield.

The table outlines the responses relating to the proposed concepts specifically focussed on the suspension bridge and beach access. Approximately **76 (63%)** of respondents were either dissatisfied or very dissatisfied with the proposed concept. **32 (26%)** of those who were either satisfied or very satisfied were located beyond the distribution area.

Support level	**Level of support within distribution area**	**Level of support external to distribution area**	**Total level of support**
Very Satisfied	3	19	22 (18%)
Satisfied	0	13	13 (11%)
Neutral	3	7	10 (8%)
Dissatisfied	5	16	21 (17%)
Very Dissatisfied	29	26	55 (46%)
	40	**81**	**121**

A visual representation of those who responded within the distribution area is provided refer to Attachment 8 – Community Feedback Map.

If Council endorse the proposed bridge structure concept designs, the design team will engage directly with adjacent residents. This may include providing cross section illustrations for nearby properties to support communication on the visual perspective of the proposed structures including the at grade path alignment.

Survey responses are summarised below. Many responses raised multiple issues and staff have generally categorised the responses into respective themes:

Residents Comment	Number of comments	Administration Comment
Concerns with impact on views from existing residential properties	16	Perspectives and sections illustrate the design intent. Note that no detailed design work has been undertaken to date. This can be resolved in the next phase to ensure the bridge sits lightly in the landscape and the impacts on views are unobtrusive. The closest property to Kurnabinna Gully is approximately 70m with a vertical height difference from property floor level and bridge walking level of 10.3m lower. The closest property to Grey Gully is approximately 46m with a vertical height difference from property floor level and bridge walking level of 7.3m lower. Refer: **Attachment 4 – Grey Road Gully Section,** **Attachment 5 – Kurnabinna Gully Section.**
Access to beach for lifestyle reasons.	18	Opportunities can be explored for alternative access points at Segment 7, immediately South of Segment 6 Kurnabinna Gully where terrain is less steep with no risk of rockfall within this vicinity (subject to further investigation)
Safety concerns with people unable to leave beach if trapped	4	Beach access can be removed to mitigate the opportunity for persons to be trapped. Alternate access points would continue to be available via a moderate walk in either direction There are similar localities along the existing trail where ocean access is not provided.
Old structure ideal for general fitness and athletic training	17	The Coastal Walkway is being designed for use by a much wider demographic of the population and for a range of abilities, not just fitness training. There are numerous other areas where steps are being retained which will be suitable for fitness purposes.

Proposed structure exacerbates erosion	5	Limits environmental erosion by reduced number of footings. Boardwalk and step option would provide more significant construction access requirements. Detailed construction methodologies to be explored for cable bridge structures.
Safety concerns falling from heights (and potential suicide attempts)	11	The bridge design considers safety risk assessments and requirements for height of balustrading. Bridge will be designed to Australian standards compliance.
Concerns with wind noise generated by structure	6	Bridge can be solid with minimal movement. Further acoustic analysis and recommendations can be completed during the design phase and designed to Australian standards compliance.
Design is not in keeping with original intent to replace boardwalk	21	Early contractor engagement has provided a design review of, and opportunities for, feasible solutions that will enhance connectivity and accessibility and long term sustainability of assets. Cable bridge structures can enhance accessibility and provide improved whole of life costs (compared to alternative like for like boardwalk structure replacement).
Bridge design diminishes amenity value of gully landscapes (i.e. visual and physical landscape character)	23	The proposed bridge provides an opportunity to experience the spectacular coastline from a unique vantage point, providing views and vantagepoints never previously possible. The closest property to Kurnabinna Gully is approximately 70m with a vertical height difference from property floor level and bridge walking level of 10.3m lower. The closest property to Grey Gully is approximately 46m with a vertical height difference from property floor level and bridge walking level of 7.3m lower. Refer: **Attachment 4 – Grey Road Gully Section,** **Attachment 5 – Kurnabinna Gully Section.**
Monetary and time issues	15	The project scope was to provide continuous path along the coastal edge with varied experiences. Indications from concept designs is that the cable bridge will be more cost and time effective. Works are already under construction around the Field River locality.
Unsure what existing flora and fauna will be affected *(unsure if this is during or post*	4	Bridge structure can have less impact on Flora & Fauna. Boardwalk can have more significant impact due to the number of footings required.

construction)		Recommendations made within the Flora and Fauna assessment report undertaken in November 2020 by EBS Ecology.
Structure should designed to maximise coastal views and reflect the locality and ensure people can utilise pathway side by side	3	1.8 metre width provide sufficient width for crossing. Design can provide a cost effect solution which still enables ease of movement. Opportunities for lookout areas can be considered at either end of structures. Path design widths of 1.8 metres are consistent with adopted service standard in Council's Coastal Walkway Asset Management Plan.
Bridges provide greater accessibility to residents and wider community	11	Noted – the proposed solution can enhance access by limiting stairs and providing a more direct path of travel.
Concept will minimise impact on existing fauna and flora	3	Bridge structure can have less impact on due to limited at grade impacts (bridge is limited to two at grade impacts).
Existing boardwalk provides closer access to areas of cultural and environmental significance	4	The gullies are not considered significant and are not registered sites of indigenous cultural importance. Kaurna Nation Cultural Heritage Association Inc have been consulted through the design phase. Environmental significance is discussed further above.
Could support concept subject to design changes which make structures more sympathetic to locality/environment	11	Detailed design to consider architecture of structure to manage the visual amenity impacts. Consideration of portal frame/design (i.e. colour, bulk etc) will be considered.

Proposed Project Timelines

Finalise Gully Design	November 2021
Further localised consultation	November 2021
Report Back to Council Re Costings and to proceed to award of contract for Construction	December 2021
Award contract for Construction	December 2021 / January 2022
Contract completion date (Funding Agreement)	December 2022

Should the Council resolve not to proceed with the suspension cable bridge option, alternative design options will continue to be explored for consideration. This has the potential to delay commencement of delivery, higher construction costs and impact on completing works by December 2022.

ATTACHMENTS

1. Attachment 1 Coastal Walkway Concept Package [**10.5.1** - 11 pages]
2. Attachment 2 Perspective view - Grey Road Gully [**10.5.2** - 1 page]
3. Attachment 3 Perspective view - Kurnabinna Gully [**10.5.3** - 1 page]
4. Attachment 4 Grey Rd Gully- Cross Section [**10.5.4** - 1 page]
5. Attachment 5 Kurnabinna- Gully Cross Section [**10.5.5** - 1 page]
6. Attachment 6 Coastal Walkway Community Flyer [**10.5.6** - 2 pages]
7. Attachment 7 Survey Feedback Gullies October 2021 [**10.5.7** - 123 pages]
8. Attachment 8 Coastal Walkway Consultation Map [**10.5.8** - 1 page]

COSTAL WALKWAY UPGRADE
CONCEPT DESIGN - CELLS 5 & 6
DRAFT

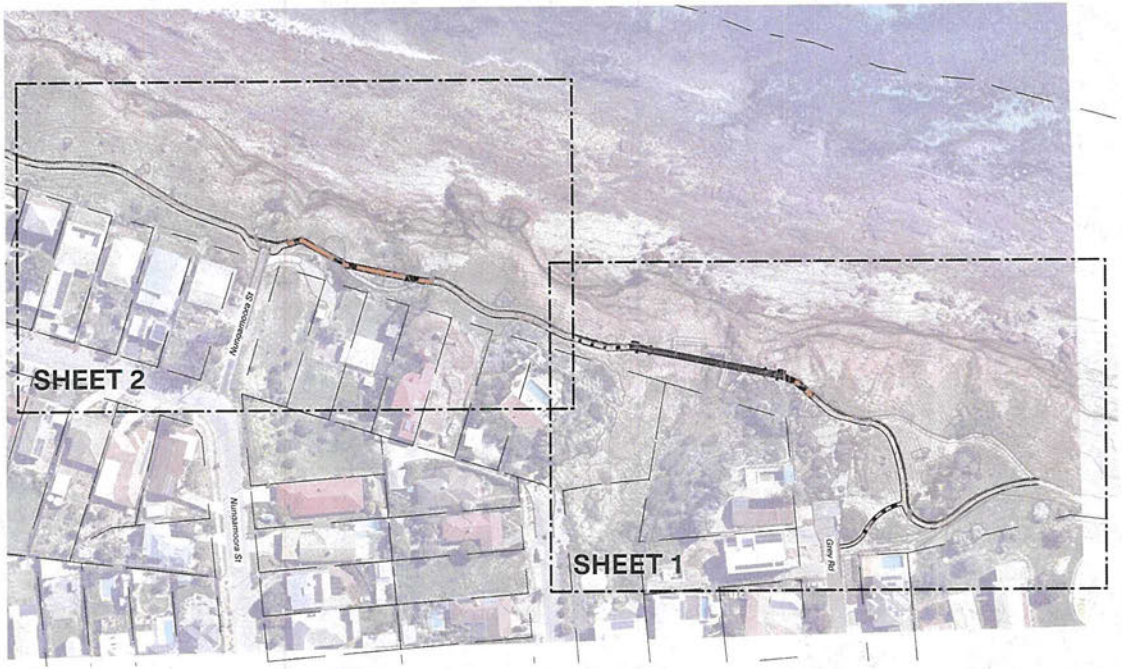
PREPARED FOR
CITY OF MARION

DOC. NO.	ADL20043-LA-SK007
ISSUE	P5
DATE	05.10.2021
PREPARED BY	KL/AT
APPROVED BY	TC/DG

ASPECT Studios

Concept Design

Cell 5: Grey Road Gully



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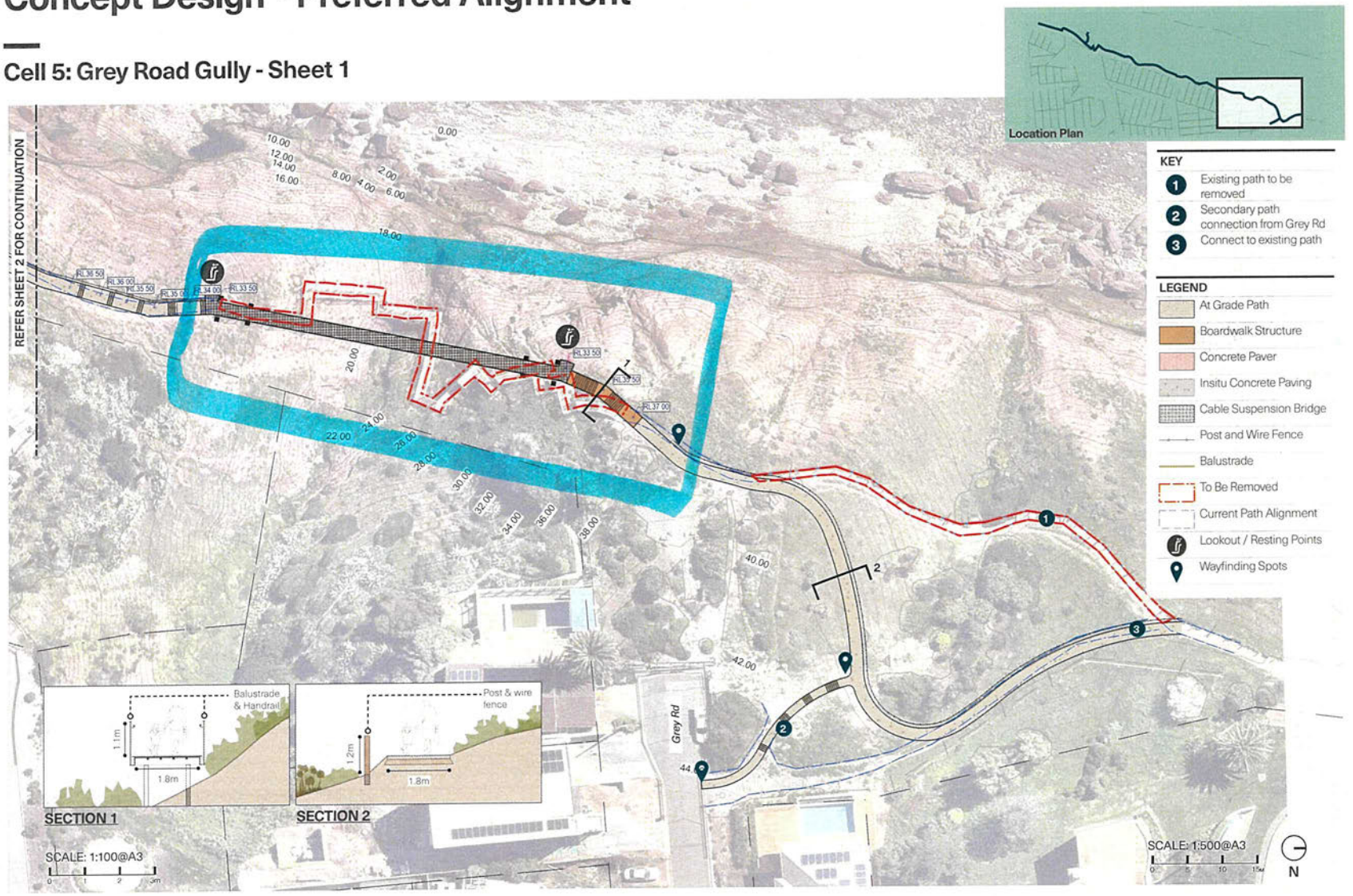
Concept Design - Preferred Alignment

3

Cell 5: Grey Road Gully - Sheet 1



MARION COASTAL WALKWAY UPGRADE | DOC. NO. | REV | DATE

ASPECT Studios

Concept Design - Preferred Alignment

4

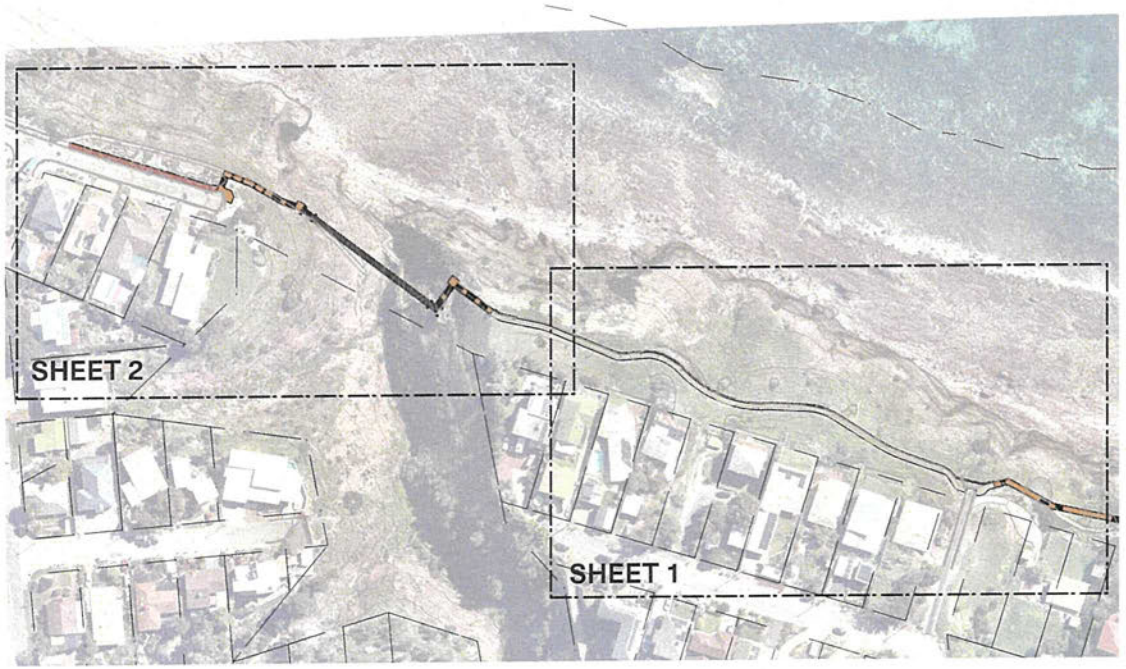
Cell 5: Grey Road Gully & - Sheet 2

MARION COASTAL WALKWAY UPGRADE | DOC. NO. | REV | DATE

ASPECT Studios

Concept Design

Cell 6: Kurnabinna Gully



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Concept Design - Preferred Alignment

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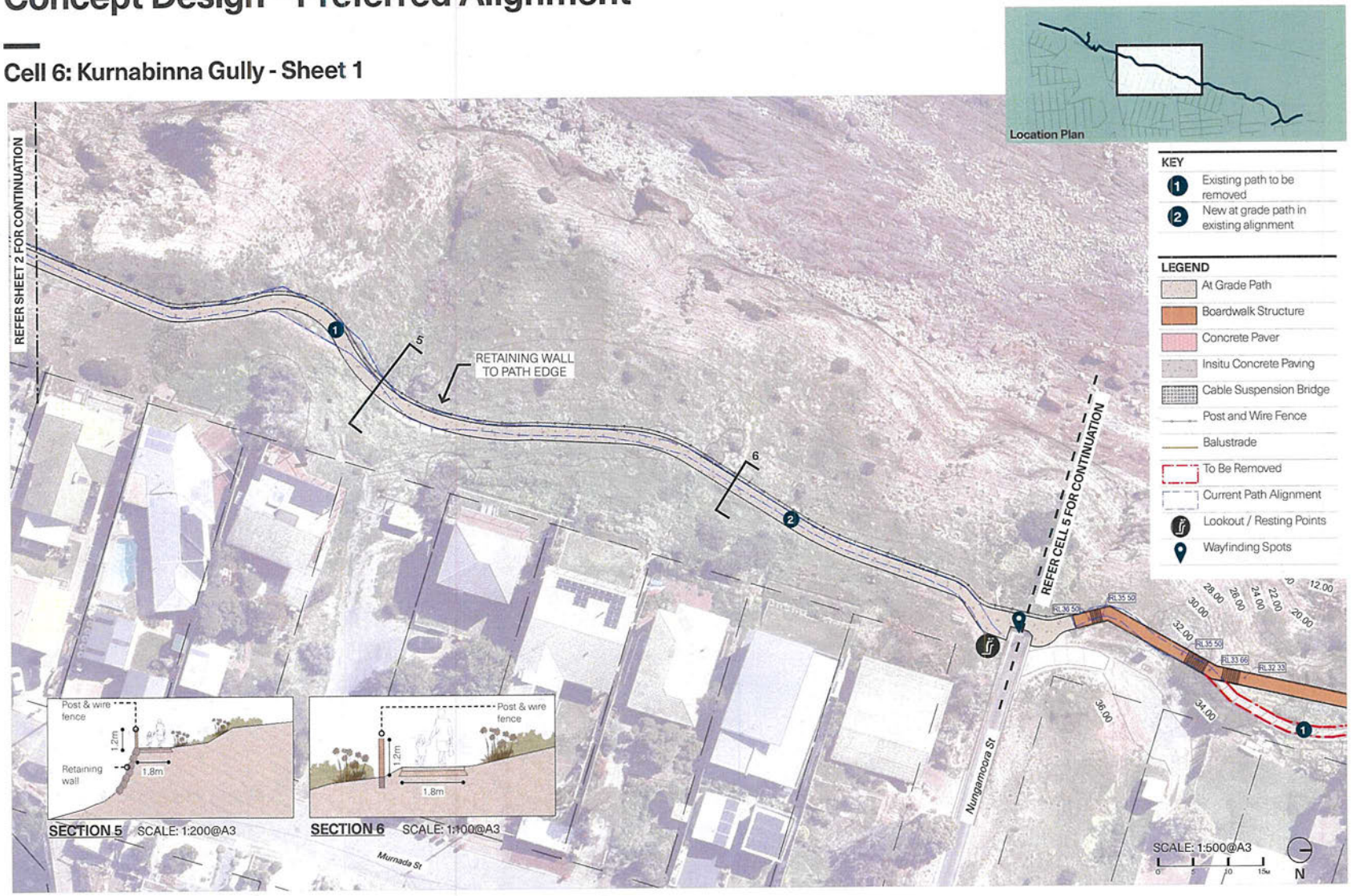
Cell 6: Kurnabinna Gully - Sheet 1



MARION COASTAL WALKWAY UPGRADE CONCEPT DESIGN - DRAFT | DOC. NO. ADL7004SLA-SK007 | REV PS | DATE 05.10.2021

ASPECT Studios

Concept Design - Preferred Alignment

7

Cell 6: Kurnabinna Gully - Sheet 2

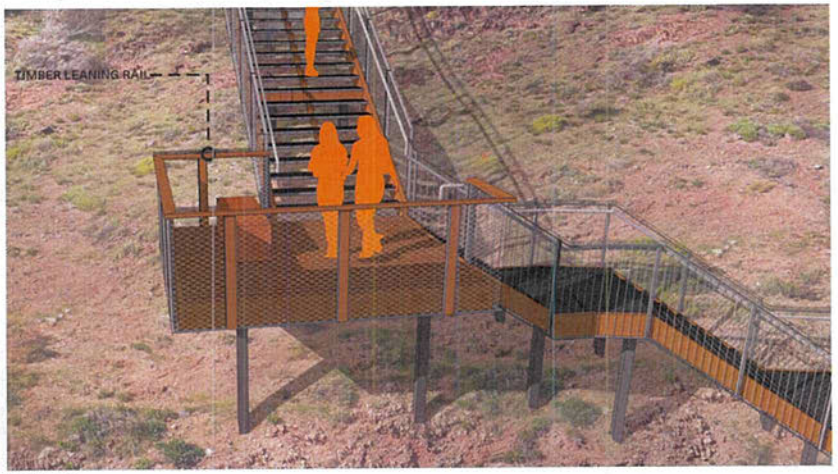
MARION COASTAL WALKWAY UPGRADE | DOC. NO. | REV | DATE

ASPECT Studios

Materials Palette

Boardwalk

3D View 1



3D View 2

MATERIALS PALETTE

Balustrade

STAINLESS STEEL
STAIRS & LANDINGS

GRADE 316 STAINLESS STEEL WIRE MESH
LOOKOUTS

Decking

TIMBER
LOOKOUTS

FIBRE REINFORCED PLASTIC
STAIRS & LANDINGS

Structure

FIBRE REINFORCED PLASTIC & TIMBER FACADE

Notes
1. Materials selection pending cost plan and engineering.
2. Preference for environmentally sustainable materials where feasible.

Materials Palette

Bridge

Old Noarlunga Cable Suspension Bridge (Example image of bridge type only - Refer below for materials)

MATERIALS PALETTE

Balustrade

GRADE 316 STAINLESS STEEL WIRE MESH

Decking

FRP GRATING

Structure

316 STAINLESS STEEL

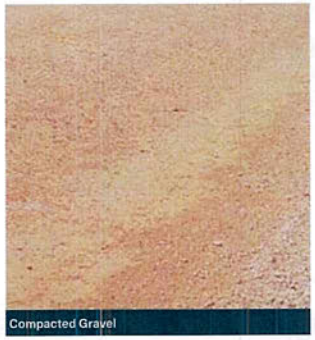
Notes
1. Materials selection pending cost plan and engineering.
2. Preference for environmentally sustainable materials where feasible.

Materials Palette

At Grade Path

Paving Options

Exposed Aggregate Concrete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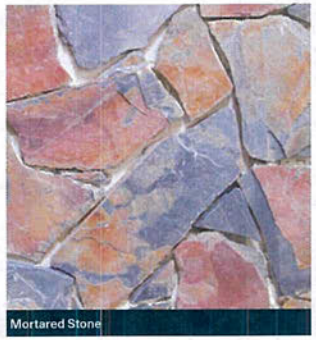
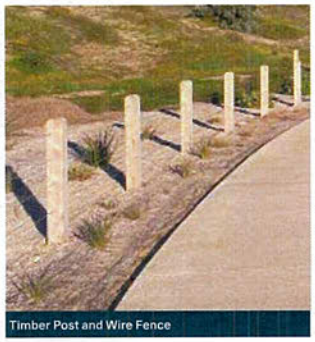
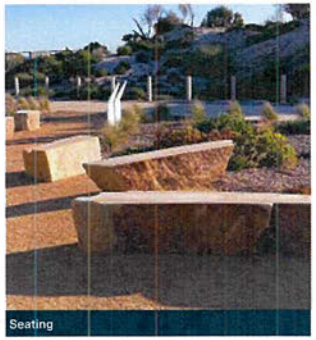
Concrete Paver


Mortared Stone

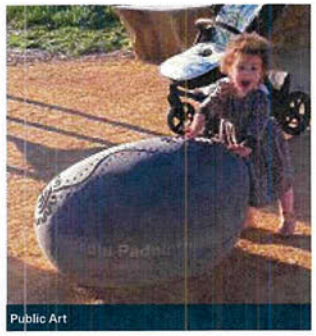
Furniture and Fixtures


Timber Post and Wire Fence

Wayfinding Signage


Seating

Interpretive Signage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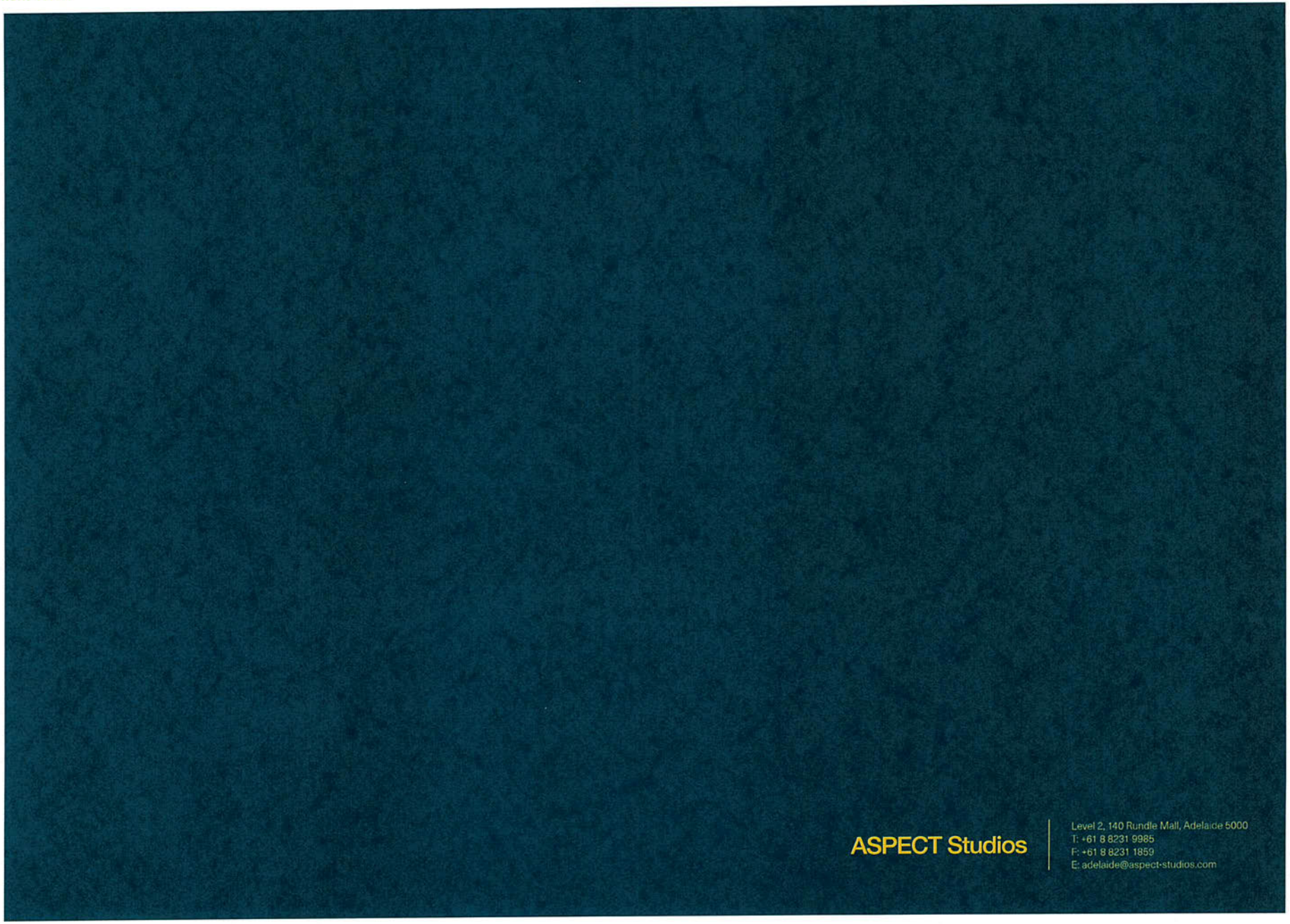
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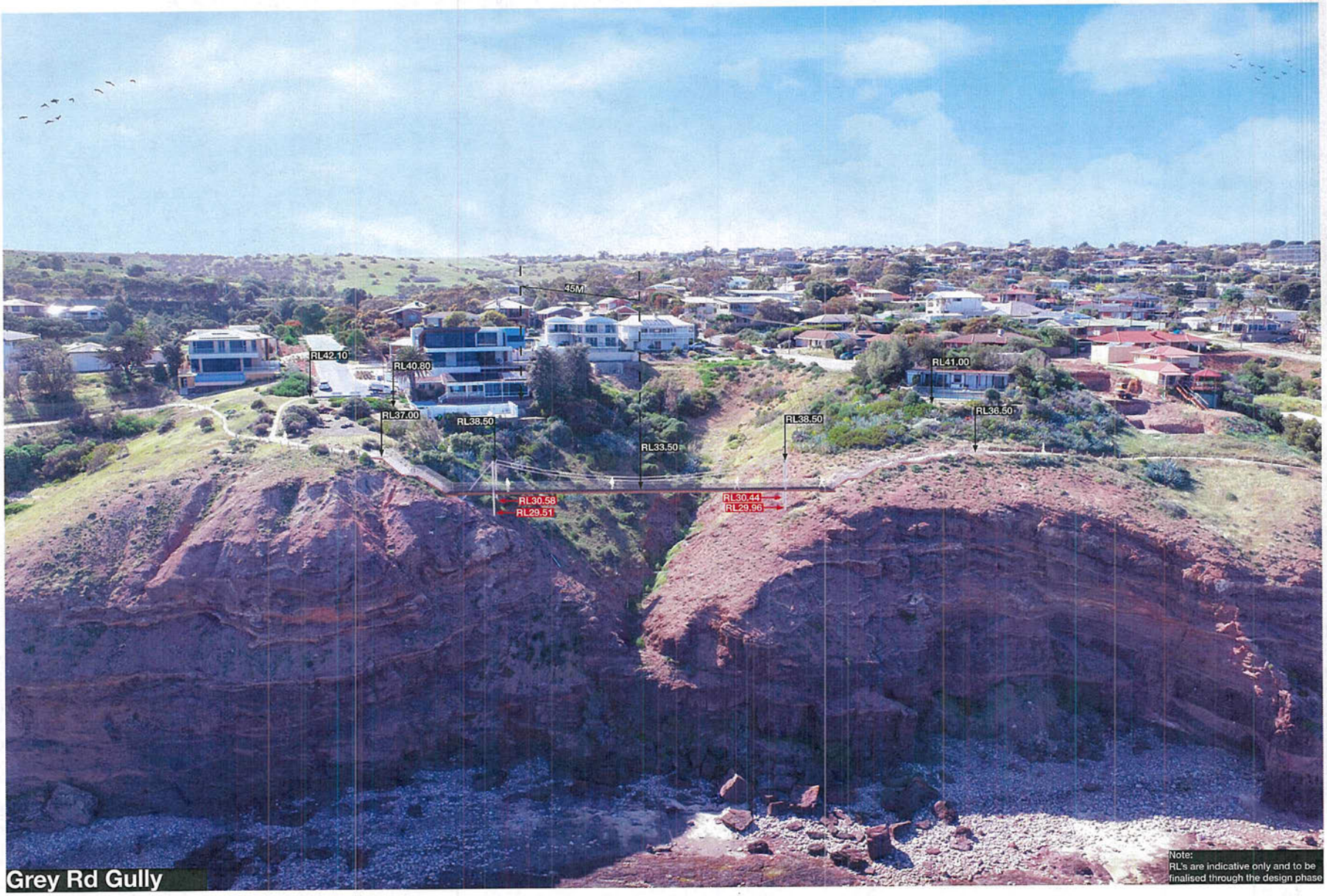
E: adelaide@aspect-studios.com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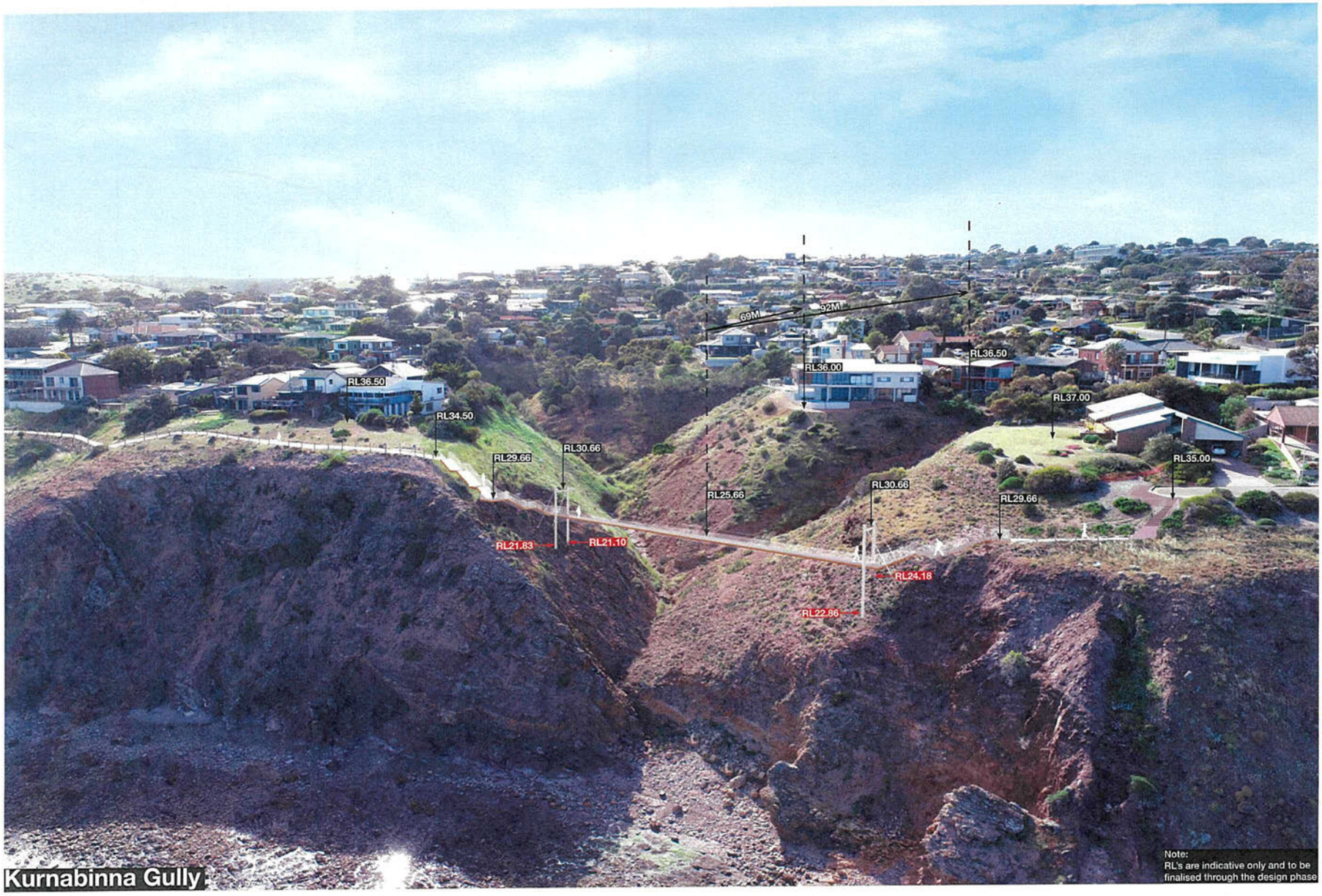
RL29.96
Grey Rd Gully
Note:
RL's are indicative only and to be finalised through the design phase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92M
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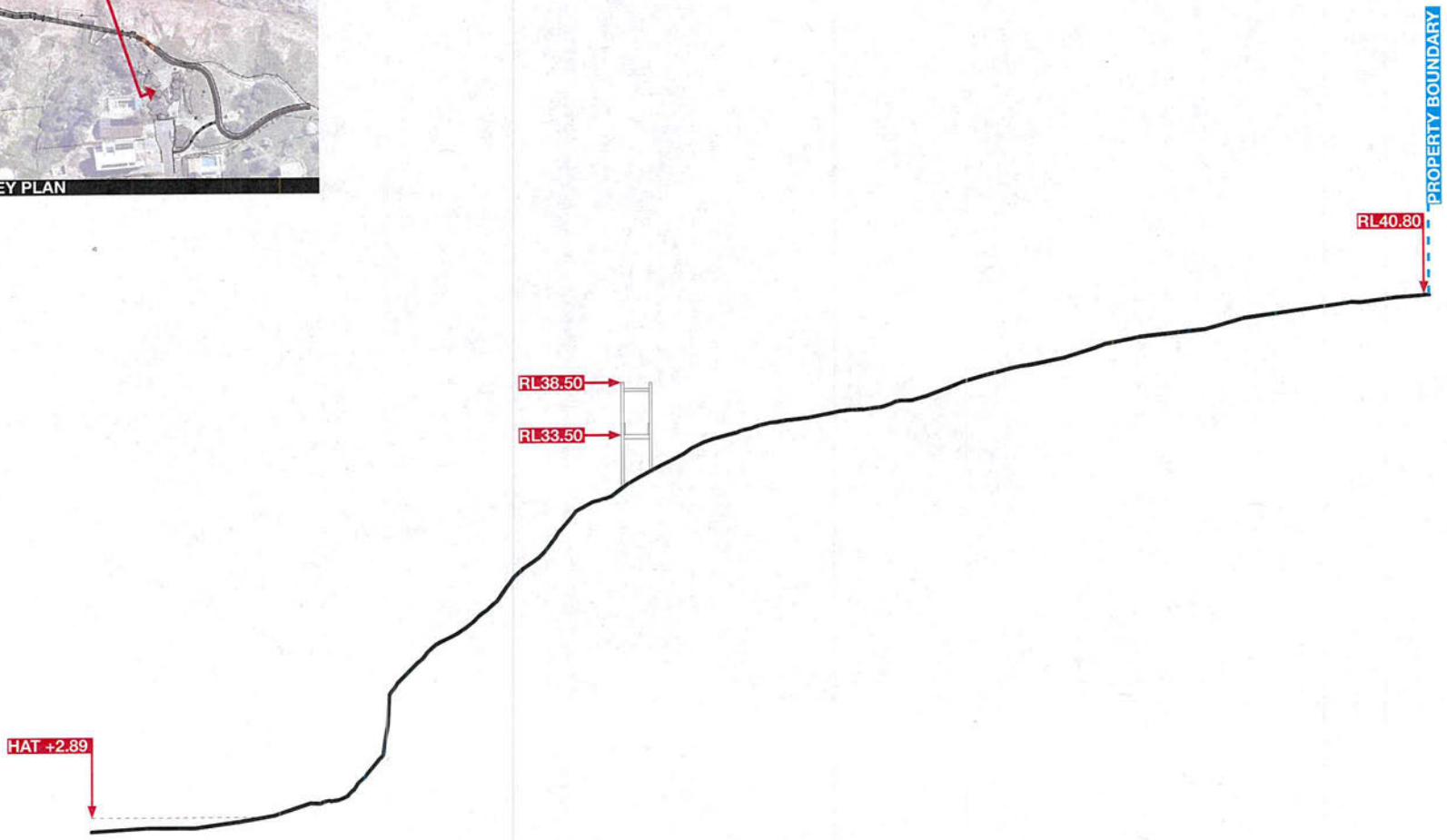
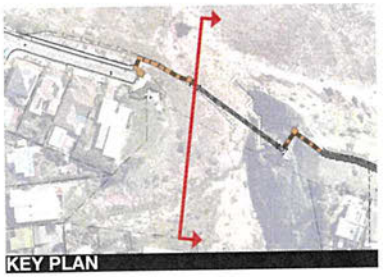
RL29.66
RL35.00
RL21.83
RL21.10
RL24.18
RL22.86
Kurnabinna Gully
Note:
RL's are indicative only and to be finalised through the design phase

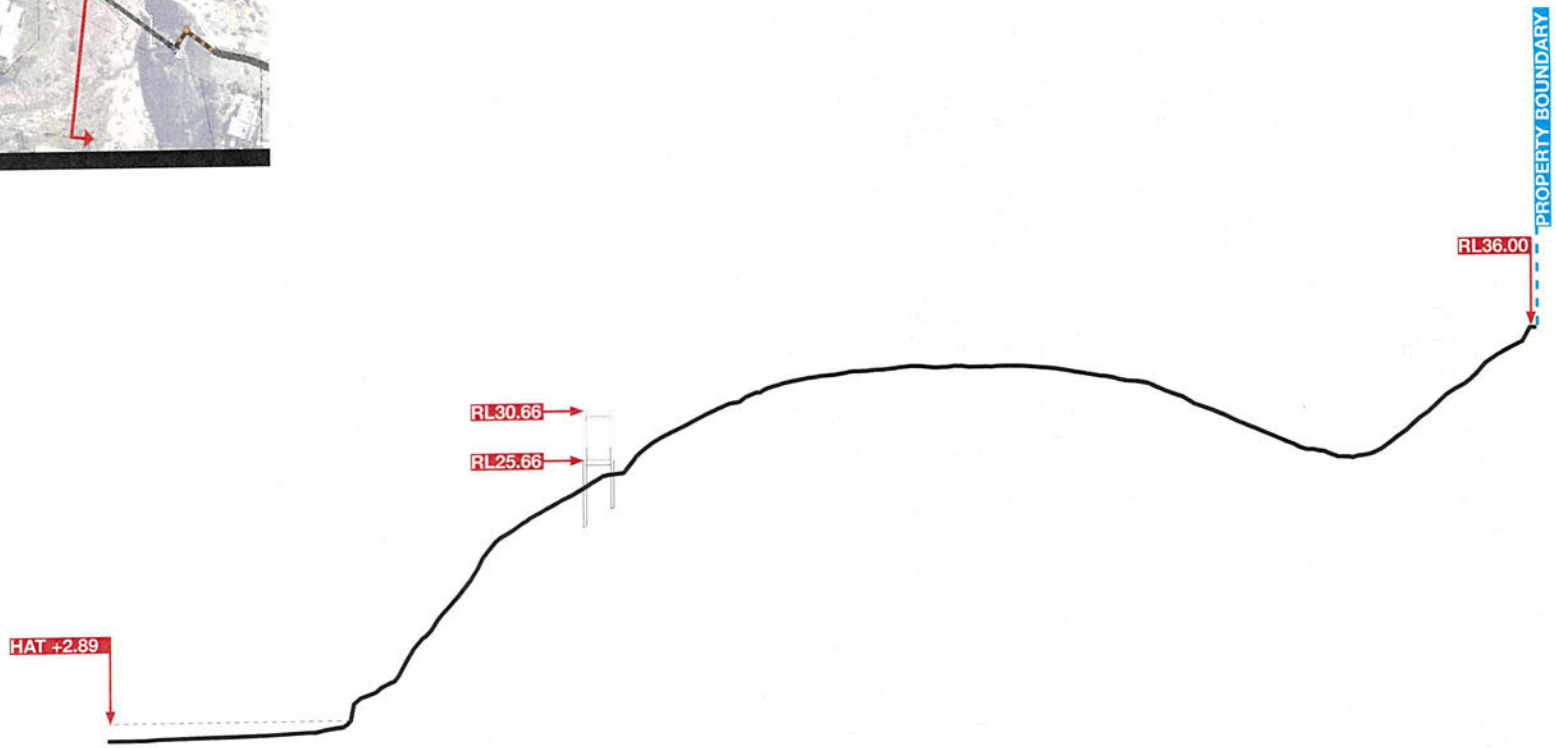


Grey Rd Gully

SCALE 1:400@A3 0 2 4 6 8 10M

Note:
RL's are indicative only and to be finalised through the design phase





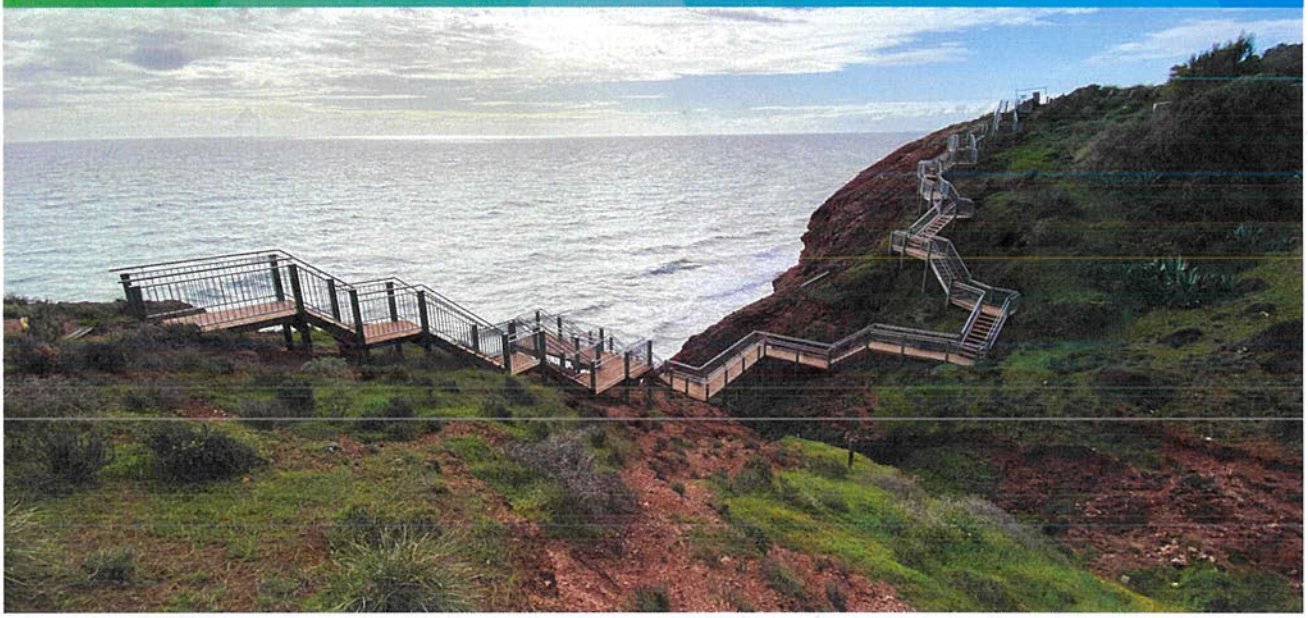
Kurnabinna Gully

SCALE 1:400@A3 0 2 4 6 8 10M

Note:
RL's are indicative only and to be finalised through the design phase

Coastal Walkway – Gullies Update

October 2021



Marion Council is pleased to reveal detailed designs of a proposed new cable bridge linking Grey Rd and Kurnabinna gullies along the Coastal Walkway.

The addition of the suspended cable bridge provides a number of key benefits to the community including:

- Significant reduction on the impact to flora and fauna
- Increased accessibility and user-friendly for all ages
- A reduced construction timeline
- Lower ongoing maintenance costs compared to existing structure

The $4.8 million project (also taking in the segment at Field River) is being funded equally between Marion Council and the State Government.

The detailed design includes opportunities for new lookouts along the upgraded section. Beach access will be removed at Kurnabinna gully due to ongoing safety concerns about rock falls at the bottom of the staircase. There are also public safety concerns of entrapment on the beach.

Alternate access points will continue to be available via a moderate walk in either direction.

Council is expected to consider the concepts at its meeting on 26 October 2021.

Construction of the gullies section is expected to be complete by December 2022.

Council has been committed to fixing the walkway since safety concerns forced the temporary closure of these gullies back in June 2019.

This flyer contains an overview of the concepts.

To have your say on the detailed design visit makingmarion.com.au/coastal-walkway Submissions close 19 October 2021.

Government of South Australia
Attorney-General's Department

CITY OF MARION

To have your say on the detailed design visit makingmarion.com.au/coastal-walkway

Coastal Walkway – Gullies Update

October 2021

GREY ROAD GULLY ASPECT

KURNABINNA GULLY ASPECT

Coastal Walkway

CABLE BRIDGE CONCEPT

Government of South Australia
Attorney-General's Department

CITY OF MARION

To have your say on the detailed design visit makingmarion.com.au/coastal-walkway

Survey Responses

30 August 2011 - 19 October 2021

Your feedback | Gullies

Making Marion

Project: Coastal Walkway

BANG THE TABLE engagementHQ

VISITORS					
199					
CONTRIBUTORS			RESPONSES		
121			121		
121 Registered	0 Unverified	0 Anonymous	121 Registered	0 Unverified	0 Anonymous

Respondent No: 1
Login: [redacted]
Email: [redacted]

Responded At: Oct 05, 2021 18:09:25 pm
Last Seen: Oct 05, 2021 07:34:33 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

the structure is oscine & too large. it will take away from all residents' view of the coastline. the RL & FL levels of the bridge should be provided to all residents to ensure they are not loosing their sea views. the bridge for kurnabinna gully be as low as possible, to prevent encroaching on views. access for surf fishing would also be appreciated. there is also a safety concern around the use of this type of bridge design when the 100km+ winds come up the gully, which they frequent.

Q3. **Please tell us what street you live on** pennayoona st

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No:	2	**Responded At:**	Oct 05, 2021 18:26:34 pm
Login:	[redacted]	**Last Seen:**	Oct 05, 2021 07:50:34 am
Email:	[redacted]	**IP Address:**	[redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The board walk was designed professionally the first time following the contours of the land scape and to provide exercise not an escalator/sideshow ride from one end to the other to save money.

Q3. **Please tell us what street you live on** [redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback** Unhappy

Respondent No: 3
Login: [redacted]
Email: [redacted]

Responded At: Oct 05, 2021 18:50:22 pm
Last Seen: Oct 05, 2021 08:19:02 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

I'd like to know if we will still have beach access If this proposed bridge goes ahead

Q3. **Please tell us what street you live on** Peera St

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 4
Login: [redacted]
Email: [redacted]

Responded At: Oct 06, 2021 13:00:06 pm
Last Seen: Oct 06, 2021 02:25:46 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

What block access to the beach and claim beach entrapment as a reason. By not having another access point the trapped person will have to try and go further to get off the beach. People don't get trapped at that beach but slightly further north and it wouldn't matter which beach access point they took. As for rocks dropping I would like to know how many people have been injured by this at this gully?

Q3. **Please tell us what street you live on** Murnada st

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 5
Login: [redacted]
Email: [redacted]

Responded At: Oct 06, 2021 20:23:18 pm
Last Seen: Oct 06, 2021 09:42:38 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The stairs provide beach access for my family and exercise for many. The bridge design removes both. I have run the trail many times. The views are fantastic, but it is popular with runners because it has stairs and the stairs make it ideal training for South Australian athletes competing at the Ultra Trails Australia event in the blue mountains. The Cove Road already provides an accessible walking opportunity. This design misses the point as to why the trail is popular. Thanks for giving me the chance to comment.

Q3. **Please tell us what street you live on** Central Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 6
Login: [redacted]
Email: [redacted]

Responded At: Oct 07, 2021 08:31:04 am
Last Seen: Oct 06, 2021 21:57:11 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

The bridge addition takes away from what makes the Coastal Walkway great. This walk is renown for it's challenging stairs which make an excellent opportunity for vigorous outdoor exercise. The challenge of the hike is what makes this coastal walkway an attraction for many users from across Adelaide.

Q3. **Please tell us what street you live on** Parrot Road

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 7
Login: [redacted]
Email: [redacted]

Responded At: Oct 07, 2021 09:05:37 am
Last Seen: Oct 06, 2021 22:14:06 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

These structures are visually overwhelming, and, if the building of the previous walkways is a guide, will further exacerbate the serious erosion caused by cutting into the steep cliff and gully slopes which act as gutters and direct water into destructive streams. I strongly believe that the Kurnabinna Gully crossing should be between Murnada Street and Boonga St and the beach end of the Gully be rehabilitated. The soil is extremely thin and fragile and the underlying rock strata fractured and unstable. A gently sloping path could be made that goes down into the valley and across the creek between these two roads. This could also be done from the Esplanade by going around the top. This will be significantly cheaper, enhance the walking experience, preserve the soil and maintain the natural vista (as against a mini Golden Gate that will require lots of maintenance and offers a suicide platform - yes it is an issue here). It would also "activate" the gully, allowing access for revegetation and flood control. I question the actual ability to build the bridge to withstand the winds, that, through bitter experience, I know to double in speed as they go over the cliff face. That means that this bridge would need to be engineered for 200km/h winds. The pylon holes will be there for eternity and you may just find that the fractured nature of the underlying rock will not withstand either drilling or holding the bridge. The construction will further destroy a unique remnant of coastal nature. In short: the bridge is, quite literally, "over the top", is utterly destructive of the "inherent natural value" that you are seeking to make accessible, smacks of human arrogance, expensive and, given a path through the gully is a natural and obvious alternative, unnecessary.

Q3. **Please tell us what street you live on** Central Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback** not answered

Respondent No: 8
Login: [redacted]
Email: [redacted]

Responded At: Oct 07, 2021 09:44:06 am
Last Seen: Oct 06, 2021 06:05:36 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

There are places in nature that should not be "urbanised", and the steep and dramatic Kurnabinna Gully is one of them. The proposed design to erect a cable bridge across Kurnabinna Gully is an eyesore, lacks integrity, and is an intrusion on the landscape and the view I have from my home! The best option to save the ecology and the council money is to throw away these plans, and have people use the existing detour, as they have been since this section of the boardwalk has been closed since June 2019. The closure of this small section of the Coastal Boardwalk will diminish further impact to flora and fauna and cost nothing in construction and maintenance. Detouring the gully is user-friendly, and will not take away people's experience of being outdoors and by the ocean. The reasons we purchased this land was to build a home with the unobstructed view of the gully down to the rocks and with an easy access to the beach a short distance away. Our architect's focus was to use the natural landscape and beauty of the gully and ocean views as the feature of the house design, which I enjoy everyday. Closing access to the beach, is short sighted and will only make rescuing someone off the rocks more difficult as access is quite a distance north in Marino and south in the Conservation Park. I go down to the rocky beach several times a week in the winter and swim daily off the rocks in the mornings before work in the warmer months. I have never experienced an injury due to a rock falling. (There is more chance of an injury happening when driving a car.) I reject this design and the negative impact it will have on my income as a small business owner working from home. I moved my business of 22 years [redacted] home in 2018 and started [redacted] in early 2020, offering remedial massage and accomodation. [redacted] using the location with gully and ocean views as a feature. The proposed cable bridge will make a large impact on my working/home life if the daily pleasure of seeing the view I have now from 90% of my house is obscured. Removing the beach access will also take away the simple act of going for a walk with my grandchildren down to "Nonna's beach" and swimming in the rock pools and exploring the area. As a landowner, resident and rate payer since 1993 in the City of Marion I invite the council to attend my property and see first hand how this cable bridge will obscure my view and impact the 'amenity' I have enjoyed for over 27 years.

Q3. **Please tell us what street you live on**

[redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 9
Login: [redacted]
Email: [redacted]

Responded At: Oct 07, 2021 10:35:23 am
Last Seen: Oct 06, 2021 23:55:00 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**
Very dissatisfied

Q2. **Do you have any comments**

This is one of the windiest sites in Adelaide. Roofs of houses have blown off in the wind along this cliff. The engineering required to build a safe, elevated walkway as described would be an enormous undertaking. It would likely require significant damage to the cliff face. Such a bridge in this position may present a greater concern for public safety in windy weather than the current path which, because it approximates the hill surface, is less susceptible to wind damage and stress.

Q3. **Please tell us what street you live on**
Clifftop crescent

Q4. **Tell us how happy you are with your opportunity to provide feedback**
Neutral

Respondent No: 10
Login: [redacted]
Email: [redacted]

Responded At: Oct 07, 2021 13:43:41 pm
Last Seen: Oct 07, 2021 00:58:14 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

This section with the steps leading down and up the gully were the best part of this walk. Installing a huge bridge is not only removing this walk's attraction, but an eyesore, a potential safety concern (falling from height) and will possibly also deter those with a fear of heights. There are stairs surrounding the concept bridge, so I don't see how this concept caters for more accessibility. Replacing the existing structure with a similar structure but using more sustainable materials would not disturb the environment any more than it already has been, and restore the main feature of this walk.

Q3. **Please tell us what street you live on** Waterhouse Road

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 11
Login: [redacted]
Email: [redacted]

Responded At: Oct 08, 2021 04:36:23 am
Last Seen: Oct 07, 2021 18:04:55 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

Taking away the stairs will lead to negative impacts on fitness. A large number of users utilise the path for exercise and stairs are a big factor in this.

Q3. **Please tell us what street you live on** St Andrews Cres

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 12
Login: [redacted]
Email: [redacted]

Responded At: Oct 08, 2021 17:54:57 pm
Last Seen: Oct 08, 2021 07:16:42 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Vehemently against the proposal. Safety around beach access is no concern anywhere else, nor is user friendly access in any other gully. This is cost saving and nothing else. You neglect those who rely on and love the close access and not the 'moderate' walk either direction. Very disappointed.

Q3. **Please tell us what street you live on**

Kurnabinna Tce

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 13
Login: Dtlp
Email: [redacted]

Responded At: Oct 08, 2021 19:24:07 pm
Last Seen: Oct 08, 2021 08:45:58 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

This bridge will take away the opportunity to enjoy the coastline that our family previously access on a very regular basis. Fishing, snorkelling, crabbing, exploring the rock pools and swimming were common activities for our family when using the stairs. There are lots of questions from children about when we can go back - rock falls ? there are cliff faces all along the hallett cove/Marino area, will you completely stop access to the entire coast at other entrance points? - entrapment? (unlikely, never occurred in our many years at hallett cove) Please just repair the stairs and let the community start to use the area as we have previously done. We have waited long enough.

Q3. **Please tell us what street you live on** Kurnabinna tce

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 14
Login: [redacted]
Email: [redacted]

Responded At: Oct 11, 2021 14:16:01 pm
Last Seen: Oct 17, 2021 07:36:40 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The proposed suspension bridges across Kurnabinna and Grey Road Gullies are an inappropriate heavy industrial style footprint on the unique geological features and natural landscape contrary to the Council's own desired neighbourhood guidelines requiring development to be sympathetic to the shape of the topography and colours and textures of the natural environment. They would also significantly impair the coastal views and amenity of local residents. The design of the proposed bridges is problematic because it would require deep boring into the rock strata to support the large vertical structural steel posts disturbing the cliff faces and be expensive. As well as designing the structure to withstand the strong coastal winds these winds vibrating the structure would generate noise which in turn would be amplified by the gullies and disturb the residents. The bridges introduce structures from which people can jump. Denying access to the Kurnabinna beach removes a significant amenity for local residents. We disagree that the proposal would reduce the impact on flora and fauna as little exists currently. That which does exist is robust and would regenerate quickly. Access to the bridges would still be restricted by the flights of steps on other sections of the walkway. Potential rockfalls can be overcome by covering the hazardous areas with fine stainless steel wire mesh rather than closing the much enjoyed beach amenity. There is little likelihood on beach entrapment because of the gully steps escape route. These are unique geological environments and should be preserved for prosperity with light touch solutions that follow the contours and use colours and textures of the natural environment similar to the existing walkway. Our preference would be for the existing walkway to be reinforced with additional posts.

Q3. **Please tell us what street you live on** Boonga Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 15
Login: [redacted]
Email: [redacted]

Responded At: Oct 11, 2021 17:56:25 pm
Last Seen: Oct 11, 2021 07:11:06 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

I feel that this design, whilst being impressive, is not in keeping with the natural flow of the coastline of Hallett Cove. We moved to the area as we love the conservation park and the boardwalks. A large metal structure as has been proposed, I feel, will be an eyesore to the residents of the area. If the existing boardwalk is unable to be fixed appropriately why can't the current diversion stay in place with suitable signage to direct walkers. We live on a coastline that is always going to be changing as part of nature so adapting to these changes in a respectful way has to be more in keeping than throwing up a large, invasive structure. I also wonder if the noise of the wind, of which we get a lot, through the cables etc. will be detrimental to residents in the immediate area?

Q3. **Please tell us what street you live on** South Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 16
Login: [redacted]
Email: [redacted]

Responded At: Oct 11, 2021 22:21:49 pm
Last Seen: Oct 11, 2021 11:15:18 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

Thanks for the opportunity to provide feedback. My main concerns (aside from the visual representation of the unwieldy looking bridge which I trust is not the actual design) are in two parts. Firstly, the installation of a bridge will detract from what is currently a much sought after fitness venture. The challenge of that stair climb brings people from all over Adelaide for what is a rare opportunity to combine a stunning view with a genuine workout. Your concept is equivalent to making Mt Lofty accessible only by chairlift. Secondly, I fear the removal of safe beach access could create further problems when people take matters into their own hands. There is a well trodden single file path worn into the hill about 100m south of the current beach access spot. This will be used more frequently if there is no other way to access the beach in that area and is an accident waiting to happen when someone slips on the loose rocky path and falls. Thank you for considering my concerns. I am particularly passionate about this development and would happily discuss my concerns further if you'd like to contact me on [redacted] Regards, [redacted]

Q3. **Please tell us what street you live on** Drugal Ct

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 17
Login: [redacted]
Email: [redacted]

Responded At: Oct 12, 2021 16:37:54 pm
Last Seen: Oct 12, 2021 06:01:03 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

I have walked many coastal paths throughout SA and the Eastern States. The paths that stand out are unobtrusive and follow the natural contour of the land.(The visual beauty of the of the area is not compromised) Paths in the Hallett Cove Conservation Park are a good example of following the natural contour lines of the gullies using graded pathways, timber landings and steps. They are well constructed, safe, need little maintenance and have existed for several decades. The cable bridge proposed for the gully at Grey St. and the Kurnabinna gully is a 'wow' factor. Eye catching in design, but inappropriate for this location. Please do not consider this cable bridge concept when there is an alternative solution. The connecting paths in the nearby Hallett Cove Conservation Park are safe, simple and adequate. A much more sustainable solution for the re-building of the coastal walkway in this area.

Q3. **Please tell us what street you live on** Murnada St.

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 18
Login: [redacted]
Email: [redacted]

Responded At: Oct 13, 2021 12:34:20 pm
Last Seen: Oct 13, 2021 01:54:43 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The current design is not aesthetically pleasing, especially for those who have to view it every day. We have safety concerns of accidents happening from this bridge. Does it encroach on our property? Will the builders need to intrude on to our property to build this bridge? What significant reduction on the impact to flora and fauna will there be? it is rock, weeds and cactus growing in this area! How will just this section be user friendly and increase the accessibility for all ages when other parts of the board walk are uneven, rocky, steep, slippery and contain stairs. People do use the board walk as a fitness track, so the stairs are an incentive for their fitness.

Q3. **Please tell us what street you live on** [redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 19
Login: [redacted]
Email: [redacted]

Responded At: Oct 13, 2021 21:15:07 pm
Last Seen: Oct 13, 2021 10:22:30 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

Don't like the idea of the bridge at all, I'm surprised that these days, with all the environmentalism and the the desire to be less intrusive towards environment, such idea of an invasive eyesore is even contemplated. The current structure, which is already partially renovated, should be retained with potential improvements to minimise ongoing costs. I don't believe the cost reasoning adds up, when considering removal costs of existing stairs, building of bridge and maintenance costs of bridge itself. The beach access should be retained, the risk of falling rocks is very small and can be mitigated by removal of lose ones and installation of nets in a small area at the bottom of stairs. I understand the bridge would make it easier for some people to get across the gully but this is not a good enough reason to make such a negative impact on the landscape, people should enjoy a tougher walk in a more naturally preserved environment. Thanks for taking this feedback into consideration, Kind Regards [redacted]

Q3. **Please tell us what street you live on** Nardoo Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 20
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 12:32:37 pm
Last Seen: Oct 15, 2021 02:00:59 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very satisfied
Q2. **Do you have any comments**	
Happy with the proposal	
Q3. **Please tell us what street you live on**	Great Eastern Avenue
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 21
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 13:01:40 pm
Last Seen: Oct 15, 2021 02:28:22 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

I'm disappointed that the stairs will be replaced with the bridge as many people use it for exercise and the appeal is the stairs for a good workout as you enjoy the coast/fresh air etc. When we purchased our property in 2017, close proximity to the boardwalk was one of the draw cards to the area. It closed in 2019 and it's been closed too long. I'm disappointed in that.

Q3. **Please tell us what street you live on** Great Eastern Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 22
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 13:19:25 pm
Last Seen: Oct 15, 2021 02:44:42 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

Sunsets off these bridges will be amazing! any accommodation for making the middle of the bridges slightly wider? A small bell curve, so there's additional space for those taking photos.

Q3. **Please tell us what street you live on** [redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 23
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 14:14:53 pm
Last Seen: Oct 15, 2021 03:41:47 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

The boardwalk is a great workout in a beautiful environment. I am disappointed that a bridge will be replacing the fantastic stairs.

Q3. **Please tell us what street you live on** Lighthouse Drive

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 24
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 14:15:52 pm
Last Seen: Oct 15, 2021 03:44:18 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

I'm concerned about people jumping from the bridge and the additional cost of safeguarding this.

Q3. **Please tell us what street you live on** Robinson

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 25
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 14:50:03 pm
Last Seen: Oct 15, 2021 04:18:42 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Excellent as it will make it more accessible for all and less impact on environment

Q3. **Please tell us what street you live on** Fryer street Hallett Cove

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 26
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 17:37:14 pm
Last Seen: Oct 15, 2021 06:58:59 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Strongly object to the design and impact on the natural environment, the design does not blend with the natural contours of the coastal cliffs and is an ugly eye saw. The cable bridge concept does not match with any element along the whole Coastal Walkway. Unsightly from land and sea and does not meet the initial design created by the City of Marion many years ago and the design does not assist with disability access. The existing walkway blends with the environment and is a challenging and rewarding walk for general public, exercise and fitness people, orienteering and the elderly. The City of Holdfast Bay have designed coastal durable walkways using recycled materials.

Q3. **Please tell us what street you live on**

Grey Road

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 27
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 18:21:43 pm
Last Seen: Oct 15, 2021 07:49:22 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

It's a good idea but it looks too industrial for my liking. I prefer the stairs because I like to be close to the ground (fear of heights) however I do appreciate a bridge which makes the conservation park accessible to more people. I would prefer the design to blend in with the conservation park more than the current design.

Q3. **Please tell us what street you live on** Medway Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 28
Login: [redacted]
Email: [redacted]

Responded At: Oct 15, 2021 23:50:52 pm
Last Seen: Oct 15, 2021 13:15:25 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

Although it is a very good concept I feel it will remove some character from the boardwalk. Some poeple do it for a challenge and some for the sights and uniqueness. I think a bridge would be out of place in such a beautiful location.

Q3. **Please tell us what street you live on** Freya Ave.

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 29
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 05:45:46 am
Last Seen: Oct 15, 2021 19:09:58 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

The track needs to allow dogs on leads to walk through the park as you can walk them either side of this area. This will make the area more usable to all residents wanting to walk the track

Q3. **Please tell us what street you live on** Douglas court

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 30
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 10:52:50 am
Last Seen: Oct 16, 2021 00:12:00 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

I'm all for accessibility and sustainability. But the stairs are iconic and provide a great space for health and fitness. The Kurnabinna Gully is awesome for stair climb training. I understand there are safety concerns but surely the cliffs can be covered with wire mesh like the south eastern freeway cliffs are? Does the City of Marion endorse a sedentary lifestyle? If you're going to remove access for a great health and wellness opportunity with the stairs, then you need to put some back in elsewhere. There are parts of the walk which are perfectly accessible for less abled people, and it's all been fine in the past. People as a whole acknowledge that there are things some people can't do, and that's fine. There will be complaints about not being able to go up and down stairs and so on. However, do we really need to continue to champion the needs of the few in spite of the many? New is not always better. Safety is good. But please just secure and fix what is already in place. We don't need big fancy bridges. Just better maintained staircases. Furthermore the bridge concepts are atrocious and will detract from the beauty of the coastline. What about the potential for lightning strikes? That section of coast does see a lot of storms when the season rolls around. The big metal parts of the structure could be a danger to surrounding residential areas, increasing lightning strike potential. A rare case but you never know...

Q3. **Please tell us what street you live on**

Seacombe Road

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Neutral

Respondent No: 31
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 18:43:11 pm
Last Seen: Oct 16, 2021 07:56:06 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

I like walking on the Hallett Cove walkway and have been looking forward to its reopening

Q3. **Please tell us what street you live on** Upper Sturt Road, Glenalta

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 32
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 20:11:23 pm
Last Seen: Oct 16, 2021 09:32:38 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

I don't like or hate the bridge design but understand it will be cost effective for future maintenance however I do hope it will blend into the environment with time.

Q3. **Please tell us what street you live on** Jupiter st

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 33
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 20:54:48 pm
Last Seen: Oct 16, 2021 10:28:12 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

A bridge sounds like a good solution to the problems being faced, but this design is an eyesore, blocks the natural view and does not blend appropriately into the environment. In particular, the tall support poles and suspension cables.

Q3. **Please tell us what street you live on** Ingomar Ct

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 34
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 21:22:03 pm
Last Seen: Oct 16, 2021 09:45:31 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Cable bridge is not in keeping with area and the visual amenity it is a blight on our natural environment why not work with the already upgraded infrastructure that blend into the cliffs has to be cheaper than drilling into the cliff face to place the pylons and footings and run the risk of damage and destabilising the cliff and surrounding area. Cranes will have to be used these are costly and will impact on residents..What about stability and noise in storms.Taking beach access away prevents emergency services from saving lives in the event of a fall as well as the enjoyment of locals to fish and swim. . The current steps can be moved away from rockfall area with less effort than building a bridge. This is a very popular fitness walkway not everyone likes crossing bridges and most people can manage the steps . Some will always try to get down to beach. As a ratepayer for 30 years and living in area for 74 years it is disappointing to see Marion Council spending so much money on this when it can be better put to use elsewhere .

Q3. **Please tell us what street you live on**

Esplanade

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Neutral

Respondent No: 35
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 22:48:28 pm
Last Seen: Oct 16, 2021 12:16:40 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

Please leave access to beach also, as it is quite a walk to other beach access stairs.

Q3. **Please tell us what street you live on** Paringa

Q4. **Tell us how happy you are with your opportunity to provide feedback** not answered

Respondent No: 36
Login: [redacted]
Email: [redacted]

Responded At: Oct 16, 2021 23:04:31 pm
Last Seen: Oct 16, 2021 12:28:36 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

I would like it to be wide enough so people who are running can pass each other comfortably

Q3. **Please tell us what street you live on** Newland Ave

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 37
Login: [redacted]
Email: [redacted]

Responded At: Oct 17, 2021 00:01:27 am
Last Seen: Oct 16, 2021 13:29:10 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Please hurry up and get the whole walkway open. It's absolutely ridiculous how long this has taken. You have to find a way to move faster.

Q3. **Please tell us what street you live on** Sheidow Place.

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No:	38	**Responded At:**	Oct 17, 2021 09:34:40 am
Login:	[redacted]	**Last Seen:**	Oct 16, 2021 22:46:37 pm
Email:	[redacted]	**IP Address:**	[redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

I strongly recommend placing more emphasis on the aesthetics of the design. I like the suspension idea but the hard square end towers are a blot on the landscape. I think that some extra expense is justified to make the towers curved or in some way pleasant to look at. We already have to suffer the dreadful utilitarian train line that exhibits the same style.

Q3. **Please tell us what street you live on** Coolinga Rd

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 39
Login: [redacted]
Email: [redacted]

Responded At: Oct 17, 2021 10:28:34 am
Last Seen: Oct 16, 2021 23:56:46 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Please don't take away our access down to the beach. We love going down there so much, you can find so many great things like crabs and special rocks. It's one of our favourite things about living here. We love to show our friends and visitors that come to our house the beach, and all the great things you can find. The other steps down to the beach are too far away for us to walk to. We would feel so frustrated and sad if there was a beach right there but we couldn't go down to it. Please consider our message. From [redacted] and [redacted]

Q3. **Please tell us what street you live on**

Boonga Street

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Neutral

Respondent No: 40
Login: [redacted]
Email: [redacted]

Responded At: Oct 17, 2021 11:57:44 am
Last Seen: Oct 16, 2021 16:29:02 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Coastal Walkway – Suspension Bridge Proposal I am a long-time resident of Hallett Cove and have lived here since 1978. My Mother also resides here. Since the arrival of the October information flyer advising about the proposed design for the bridge, my elderly Mother has had many sleepless nights worrying about it. When I was younger, I climbed all over the cliffs and gullies and explored every part of the local gully systems. I did not meet any snakes and only got the occasional scratch or bruise. My brother and I used to go swimming in the ocean of the rock beach wearing old sneakers and walked and explored the coastline as well, snorkelling and enjoying the natural environment. We would climb back up the cliff of the old "goats" path that belonged to old shed where our house now sits. We would get dusty rust-coloured bathers from sitting on the red rocks we rested on while going up the cliff. The shed was part of a goat farm and a landmark for the fishermen who would fish in front of our house. This access to the rock beach at Kurnabinna Gully is crucial to my enjoyment of my life and my memory of growing up in this area. I am strongly opposed to this development on the grounds of the removal of my access I have had over many years to the rock beach directly below our house. Rockfall safety concerns can be reduced using fine wire mesh as happens in many other countries. Secondly, I am opposed to the ugly suspension bridge that will be built between the gully right in front of our house. It will de-value our property and the other properties in view of the bridge. Many of the homeowners (and their families) have spent a lot of hard-earned money (a million dollars each?) in real terms on our properties AND land, old or new. The properties have been built without a consideration of this development on what are considered unique coastal views. Now the council wants to build an unnatural-monolithic structure in the view (in our case it is the northerly aspect), of our land AND house at all times; day and night. The bridge will obscure the lights at night along the coastline that we treasure. Is there any compensation for this? For anyone of the property owners directly affected by this development. We are also concerned about possible wind noise or tonality from the bridge. Also the bridge may make audible expansion creaks or sounds too depending on temperature changes. The gully tends to amplify sounds around the area. The winds and gusts are very strong at times. I am also opposed to the disturbance that will be caused by the necessary workers and builders. I am opposed to the traffic of vehicles necessary for the construction and the noise of the construction. I have a medical condition that means I am very sensitive to the noise required for this. We also have a relative who does visit and has a vulnerability around areas of height and their own health, which we do regard as a very real issue. We think it would be attractive in unfortunate ways due to this. Please believe use in this concern. I remain unconvinced of the benefits of this project that seem to amplify the needs of everyone else, but not the actual residents who will be happiest with a renovation of the existing structure and use of a more complementary development in line with that existing natural visual environment, hugging the hills and cliff face, not creating a new eyesore under Council remit. Kind regards, [redacted]

Q3. **Please tell us what street you live on**

The Esplanade

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 41
Login: [redacted]
Email: [redacted]

Responded At: Oct 17, 2021 12:38:57 pm
Last Seen: Oct 17, 2021 02:00:42 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

This is a globally listed geological site, will do much damage to the environment. I cannot see with the angles that it will be accessible to people with mobility challenges! I can see more damage with the need for more accessibility for emergency service for the attempted suicides and accidents from people falling from bridge. it is an incredible waste of my money form my government taxes I pay

Q3. **Please tell us what street you live on**

i live now where near there am just concerned for the environment

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 42
Login: [redacted]
Email: [redacted]

Responded At: Oct 17, 2021 20:10:35 pm
Last Seen: Oct 17, 2021 09:36:26 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Every weekend I come from the Adelaide Hills to your beautiful iconic seaside suburb of Hallett Cove. I visit family in the area and together we support and use local businesses, parks and walking trails. We sit and absorb views and sunsets, and marvel at how naturally and sensitively the shoreline has been maintained and developed for nature lovers and for those seeking fitness and unsurpassed walks. I share photos of the beauty with friends and encourage them into the area. It seemed the local council had great foresight and the beauty of this area would never be spoilt by insensitive structures. Today in the Sunday Mail I have seen a photo of your proposal for a suspended cable bridge across Kurnabinna Gully. I see this as a disaster for the iconic natural feel of the walk and the area. The overpowering steel structure with massive 25 metre high pylons and 50 metre cables does not sit naturally in this setting. I am sure your building code for houses in the area would guarantee that there was sensitivity to colour pallets, natural materials and height limits. Why has this not been reflected in your bridge design? This makes the public suspicious that the brief to the engineers was dominated by the tight budget that Mayor Kris Hanna mentions in the report and had no firm direction about fitting comfortably into this natural environment. To read that submissions close in 2 days is hardly allowing community consultation. I have heard nothing about this until now. If this plan was first endorsed in November why have South Australians not seen it until now? I ask you to reconsider such an obtrusive structure with the use of unsympathetic materials, shape and height for a shoreline that belongs to and is admired by all South Australians.

Q3. **Please tell us what street you live on**

Currawong Ave

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 43
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 07:11:50 am
Last Seen: Oct 17, 2021 20:12:56 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

I visit the area as often as I can and I really enjoy walking this boardwalk. It blends in with its surroundings and what makes it special is that you're able to get right down to the rocks and then experience the beautiful view when up the top. This bridge eliminates that experience, destroys the stunning vista through this gully, and is an environmental eyesore. Why do governments keep making this same mistake? I urge you to not going ahead with this ugly monstrosity.

Q3. **Please tell us what street you live on**

When visiting, we stay with family on Boonga St

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Neutral

Respondent No: 44
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 08:55:08 am
Last Seen: Oct 06, 2021 23:28:26 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The whole beauty of the walk way is to get around the cliffs and get up close to them. Feel this design does not support the purpose of the boardwalk

Q3. **Please tell us what street you live on** Australian Ave

Q4. **Tell us how happy you are with your opportunity to provide feedback** Unhappy

Respondent No: 45
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 10:24:03 am
Last Seen: Oct 17, 2021 23:48:17 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Undecided

Q2. **Do you have any comments**

The bridge is awesome and looks so much safer, and much more accessible with my chronic pain. but it is UGLY and NEEDS to blend in with the coastal walkway! Please make it is atleast brown in colour and please find a way to make it blend in please! I use to walk these stairs daily for exercise, so allthough it wont keep people as fit, it will be great as a sound structure.

Q3. **Please tell us what street you live on**

Kurrambi Crescent

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 46
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 10:35:02 am
Last Seen: Oct 18, 2021 00:01:32 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**
Very dissatisfied

Q2. **Do you have any comments**

The current design is an eyesore. As much as i love the stairs i can appreciate the need for a bridge. The design needs to change though. The design should blend in with the natural landscape, not stand out like a sore thumb.

Q3. **Please tell us what street you live on**
Corro Street

Q4. **Tell us how happy you are with your opportunity to provide feedback**
not answered

Respondent No: 47
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 11:21:42 am
Last Seen: Oct 09, 2021 05:58:19 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

Bridges certainly provide necessary criteria for passage over gullies. They are much more visually intrusive to the natural environment than the existing structures. Why are there no other options available other than these bridges? Why can't the original existing faulty support columns be repaired? A much cheaper option and a better use of existing resources. There also needs to be a safe access to the beach! Closer of the beach access will not stop people endangering themselves wanting access this beautiful resource!

Q3. **Please tell us what street you live on** Kurnabinna Terrace

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 48
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 13:47:44 pm
Last Seen: Oct 18, 2021 03:07:47 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Dissatisfied

Q2. **Do you have any comments**

A major attraction of walking the boardwalk is that it brings you close up to coastal features whilst being active. The bridge is completely out of sync with getting up close to nature and the sea. If money is going to be spent then there are many other additions to the Boardwalk which would be more valuable, e.g. a means of returning to your vehicle without having to walk back, or toilet facilities, car parking etc., etc..

Q3. **Please tell us what street you live on**

Clifftop Cres. Why have we not had a meeting to discuss this matter?

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Unhappy

Respondent No: 49
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 14:17:22 pm
Last Seen: Oct 18, 2021 03:46:19 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

It's unnecessary and an eyesore - it detracts from the natural beauty and views of the area.

Q3. **Please tell us what street you live on** Already did when I registeted

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 50
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 15:22:00 pm
Last Seen: Oct 19, 2021 10:12:31 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

1. Horrified at visual impact. Totally at odds with the values expressed at the first public meeting at Hallett Cove Civic Centre ie to honour the land forms and follow the contours. 2. Feel that consultation for local residents just a sham. At a local meeting of residents none of us felt that consultation done properly. At least with Lucretia Way Detention Basin, we had engineer reports to consider and options to choose from. Local residents should have been part of the discussion on possible solutions. 3. The October 2021 Gullies Update provides a poorly executed artist's impression of a cable bridge across Grey Road Gully (a) without the vertical cables, (b) with northern pylons closer to the cliff edge than the current "dangerous" walkway (c) no indication of true height of bridge because the north and south pylons are at different heights in reference to the current structure. 4. The dot points in the Oct 2021 Update • Impact on flora and fauna: There is no significant flora and fauna to protect. • Increased accessibility: there may be plans which we have not been consulted about to bring people by bus to these gullies. But the hundreds of people who do the Clifftop Walk have gone up and down various other gullies to get to these two locations. • Reduced construction timeline: the current structures could have been made more secure or reconfigured away from the cliff edge in the time wasted so far. Current structures could be secured (as many of the poles have been) by driving metal rods beside the poles and bolting the poles to them. • Lower ongoing maintenance costs: no figures have been supplied to make this claim. The current metal rails are fairly new and Council would have not got full value for them. What maintenance is needed on cables etc.

Q3. **Please tell us what street you live on**

[redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Unhappy

[redacted]

Subject: FW: Re cable bridges over gullies

Mayor City of Marion

Kris

I tried to add an extra comment to Making Marion, but apparently a resident can only have one go. Please see my additional submission below.

I can understand the pressure on Council to get the Walkway open, but I refuse to be intimidated by engineers who refuse to use their talents to think of low impact engineering solutions.

And on another point, if the staircase to the beach near Kurnabinna Gully is too dangerous, why not take [redacted] option of placing it in front of his place, where two houses have been demolished and the cliff has been reduced to an incline and has no danger of falling rocks.

[redacted]

Respondent No: 51
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 15:45:12 pm
Last Seen: Oct 18, 2021 04:57:45 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

An eyesore and flagrant waste of money which does nothing to facilitate the facilities in the remainder of the 7 km of the walk. Contributes to the degradation of the walk as it enables other aspects of the walk to be exposed to erosion which has progressed since its inception. The cliff is not rock, rather clay and rubble which is now increasingly eroded since grasses have died leaving the clay and rubble exposed. The immediate vicinity to this area can quite easily have walkers be directed onto The Cove Road footpath and walk along the footpath, which is already there and safe, for 100 metres and then directed back onto the 'walkway' without any need for a bridge, tunnel, stairwell, etc and walkers can still have direct access to the sea...if that is what they want. If this is your own personal money you are spending then go ahead, but since it is public money, then spend it at Glenthorne Park and leave the fragile cliff face at Marino alone. This area is a money pit and will only make the area more unsightly. I have lived on the cliff face before any walkway existed and walkers clambering along the cliff face which has made the walk unsafe in parts. A insurance claim waiting to happen. Why is your solution to a simple walk diversion infinitely more complex and expensive and add to the eventual cost increase to deal with the remainder of the walk? Just not thinking. You are confused, and have misunderstood the cause of the problem The fragility of the coast is not the problem...the people walking on clay and rubble is the cause and protecting fifty metres does not solve the problem. I see the cause everyday and I have seen the erosion and it is going to get worse. Get the walkers back onto the Cove Rd footpath, even if for a 100 metres and stop wasting my money..this Council is already overcharging rates in this area

Q3. **Please tell us what street you live on** westcliff crt

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 52
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:17:19 pm
Last Seen: Oct 18, 2021 05:44:56 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

Dislike new design - detracts from the scenery of the cliffs and the water; also the majority of people who undertake the walk/run along the Hallett Cove Boardwalk do so for the challenge of the hills/steps/incline, making a flat bridge/walkway really detracts from this. Also suggest that keeping/upgrading the steps would be much more cost-effective, and better appreciated/perceived by the majority of residents.

Q3. **Please tell us what street you live on** Douglas Court

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 53
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:25:00 pm
Last Seen: Oct 18, 2021 05:47:50 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Think the Bridge is Great I find it more user Friendly, and add an interesting section to the walk Especially for my aging legs. I along with my wife enjoy walking along the walkway mostly from the Hallett Cove end (or Part way) But usually we turn around at that gully due to the steepness. it is not as pleasurable. We look forward to its construction so that we can continue further with our regular walks

Q3. **Please tell us what street you live on** [redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 54
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:26:52 pm
Last Seen: Oct 18, 2021 05:55:58 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

What a fabulous idea, this will be great for the community & surrounds of Hallett Cove

Q3. **Please tell us what street you live on** Lepena Crescent

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 55
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:35:02 pm
Last Seen: Oct 18, 2021 06:03:56 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very satisfied
Q2. **Do you have any comments**	
looks bloody amazing	
Q3. **Please tell us what street you live on**	Elizabeth Road
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 56
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:35:12 pm
Last Seen: Oct 18, 2021 06:04:03 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

I would like to see access to the beach as it is now not have the council go down the cheapest option

Q3. **Please tell us what street you live on** Zwerner Drive

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 57
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:42:00 pm
Last Seen: Oct 18, 2021 06:11:00 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very dissatisfied
Q2. **Do you have any comments**	keep it the way it is
Q3. **Please tell us what street you live on**	Fiscom Avenue
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 58
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 16:44:50 pm
Last Seen: Oct 18, 2021 06:09:18 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

Aesthetically unsightly. Suspension bridge potential for noise for residents due to the effect of wind resonance . The bridge will not increase access for the mobility challenged as there will still be multiple stairs, plus this bridge is over just one of several gullies between Hallett Cove Beach and Marino.

Q3. **Please tell us what street you live on** Kooraweera St

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 59
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 17:16:41 pm
Last Seen: Oct 18, 2021 05:43:03 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

I am referring to the proposal for a bridge over Grey Gully: 1. It was a shock to see the image. A bridge of that magnitude is not accurately represented in the artistic image. The cables will be supporting the walkway by vertical cables (not shown). These vertical cables along with the horizontal cables will destroy the rugged beauty of the gully. 2. My view of this wilderness gully and out to sea, will be dramatically altered. When I saw the image I was shocked that Council could be so gross in its treatment of its own heritage. 3. Through their ancestry the Kaurna First Nations People have a spiritual relationship with this land as it is fringed by their Dreaming Story and the Tjilbruke Trail. Our moral responsibility is to preserve the contours and landscape. 4. I was expecting a solution environmentally sensitive as promised. I thought any solution would follow the contours of the land. This proposal is engineering overkill. 5. I fear that a light weight bridge will be inadequate for the high winds that buffet the coast and are funnelled in gusts up the gully. I suspect that a much more robust and even more dominating feature will be built. 6. The current structure has recently been upgraded. Surely engineers could have come up with solutions to make the footings more secure. (Moving inland would enable this). 7. The current structure has a light footprint because it is distributed over many supporting posts. The bridge will have only two posts at each end. The fragile rock is more likely to be stressed by the proposed bridge than the current arrangement. 8. I am also worried that an eyesore as described in your proposal will lower the property values of the houses around the gully. 9. Finally I think it is incumbent on the Planning Committee to come up with a solution that is aesthetic, environmentally sound, and appropriate for the severe coastal conditions that are experienced in the gullies.

Q3. **Please tell us what street you live on**

Kooraweera Street

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Unhappy

Respondent No: 60
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 17:33:08 pm
Last Seen: Oct 18, 2021 06:29:59 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

I'd rather see the path winding through the gulley than an bridge separating us from nature.

Q3. **Please tell us what street you live on** Durham Tce Ferryden Park

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 61
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 17:40:19 pm
Last Seen: Oct 18, 2021 07:08:43 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Looks great but are you concerned people might jump off - suicide?

Q3. **Please tell us what street you live on** Elmeade Drive.

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 62
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 17:41:16 pm
Last Seen: Oct 18, 2021 07:12:42 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very satisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Freebairn drive
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 63
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 17:49:44 pm
Last Seen: Oct 18, 2021 07:17:23 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

In support of the options for the new path that avoid the nesting sites of the Hooded Plover birds. Birdlife SA's recommendations should be followed to preserve our wildlife.

Q3. **Please tell us what street you live on** Conmurra Ave

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 64
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:03:11 pm
Last Seen: Oct 18, 2021 07:29:40 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

I support the idea of the suspension bridge as a way of minimising the impact on the local flora and fauna. However, the design of the bridge is quite rectangular and doesn't seem to fit the aesthetic of the local environment. Are there any other designs for a similar bridge that have been put forward?

Q3. **Please tell us what street you live on** Angas Cres Marino

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 65
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:03:58 pm
Last Seen: Oct 18, 2021 07:31:29 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Satisfied

Q2. **Do you have any comments**

Needs to be enclosed so as to stop suicide attempts

Q3. **Please tell us what street you live on**

Suzanne Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 66
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:04:10 pm
Last Seen: Oct 18, 2021 07:12:33 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

AS A FREQUENT VISITOR TO THE AREA AND HAVING DONE THE WALK MANY TIMES I FIND THE CURRENT CONCEPT DESIGN TO BE VERY OBTRUSIVE AND NOT AT ALL IN KEEPING WITH THE ENVIRONMENT OR NATURAL SURROUNDINGS WHICH MAKE THE WALK ENJOYABLE. I DO UNDERSTAND THE NEED TO UPDATE AND IMPROVE THE TRAIL BUT TO PUT A MONOLITHIC STRUCTURE ACROSS A PICTURESQUE VALLEY IS NOT IN KEEPING WITH THE INTENDED NATURE OF THE WALK AND I AM PRETTY CERTAIN WOULD GO AGAINST ALL OF THE COUNCILS GUIDELINES FOR COASTLINE STRUCTURES AND BULK AND SCALE, NOT EVEN TO MENTION HOW RIDICULOUS IT WOULD LOOK FROM THE OCEAN. I COULD NOT HELP BUT THINK THAT IT WOULD BE A LOT MORE FEASIBLE TO COME UP WITH ANOTHER SOLUTION. ONE THAT WOULD BE ABLE TO RUN AROUND THE CURRENT VALLEY WITH A COUPLE OF LESS INTRUSIVE STRUCTURES TO CROSS THE RAVINE RATHER THAN TRY TO JUMP ACROSS IT. DOING THIS WOULD MEAN THAT YOU WOULD NOT NEED TO GO AS LOW INTO THE VALLEY THUS ELIMINATING A LOT OF THE STEPS AND WOULD OPEN UP THE VIEW OF THE VALLEY,S ACTUAL STRUCTURE AS YOU WALKED AROUND IT, RATHER THAN PUTTING A GREAT BIT STRUCTURE SMACK BANG IN THE MIDDLE OF IT. I FEEL THAT A LOT MORE PROFESSIONAL THOUGHT IS REQUIRED WITH THE RECTIFICATION TO THIS PROJECT. I THANK YOU FOR THE OPPORTUNITY AND YOUR TIME READING THIS. [redacted]

Q3. **Please tell us what street you live on** KAY AVE

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 67
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:12:23 pm
Last Seen: Oct 18, 2021 07:32:27 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

The current path follows the line of the landscape is is much more discrete. The design is an eye saw and is in contrast to the current subtle pathway. It is obstrusive and garish. It looks like all the railings have recently been replaced in the areas being discussed so that seems a waste. If it goes ahead as is, will the council remove the existing trail and restore vegetation or just leave it?

Q3. **Please tell us what street you live on** Warilda Cres

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 68
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:15:11 pm
Last Seen: Oct 18, 2021 07:41:40 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Please don't underestimate the value of the coastal walkway, it is of national and world significance. If the infrastructure is there the visitors will come. Plus many locals like myself and my family use this regularly and value its cultural, environmental, and geological signficance. All the best

Q3. **Please tell us what street you live on** Deepdene Avenue Bellevue Heights

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 69
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:17:18 pm
Last Seen: Oct 18, 2021 07:44:48 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

I like that is protects the gully and cliffs. Apreciate that it is a more affordable option and quicker to be completed. Agree that it affords better access but not sure that the rest of the boardwalk is accessible to all. Overall very happy with the design.

Q3. **Please tell us what street you live on** Kallamurra

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 70
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 18:33:55 pm
Last Seen: Oct 18, 2021 07:32:15 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The coastal stair climbs were always a highlight of the trail. Personally they are my favourite sections! I think there should still be a stair option, regardless of the cable bridge or not. It was a fitness challenge & important for wellbeing & personal satisfaction. It was also unique to the area & those sections of the coastal trail.

Q3. **Please tell us what street you live on** Perry Barr Rd

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 71
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 19:03:40 pm
Last Seen: Oct 18, 2021 08:28:13 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

I want to be able to access the beach at the bottom of the steps of the boardwalk as we were able to. I can't believe that they are even considering making a bridge and avoiding beach access altogether just out of ease & due to cost. This is a disgrace!

Q3. **Please tell us what street you live on** Zwerner Drive

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 72
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 19:31:28 pm
Last Seen: Oct 18, 2021 09:00:41 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Satisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Myrtle Road
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 73
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 19:49:26 pm
Last Seen: Oct 18, 2021 09:16:34 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

Love the idea of a bridge, but would like to see the design more 'natural', complementing the environment and not detrimental to the views. The advertised model does not reflect this

Q3. **Please tell us what street you live on** Murnada

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 74
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 19:52:38 pm
Last Seen: Oct 18, 2021 09:13:52 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Satisfied

Q2. **Do you have any comments**

I like the concept of the cable bridge as it will allow less physically able people to complete the walk but I feel that the lack of beach access will be a great loss and would urge a rethink on ways to safeguard the beach.

Q3. **Please tell us what street you live on**

Welland Ave Welland - not in the Marion area but I love the coastal walk and recommend it to visitors to our state.

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 75
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 19:54:40 pm
Last Seen: Oct 18, 2021 09:22:13 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

I think that the change will make it accessible for more people. I also like that the maintenance costs will be reduced with this design.

Q3. **Please tell us what street you live on** Hobart Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 76
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 19:57:01 pm
Last Seen: Oct 18, 2021 09:24:48 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Anything to make it accessible, environmentally friendly and a lower maintenance cost is the best option.

Q3. **Please tell us what street you live on** Fireball Avenue

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 77
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:00:53 pm
Last Seen: Oct 18, 2021 09:17:03 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

Loss of views caused by bridge, possible suicide location, wind instability, salt air corrosion, possible wind noise and noise by public using the bridge(foot noise and talking). Suggest a better alternative be a walkway meandering through the gully as per waterfall creek walkway in the Conservation park making a simple and less costly exercise. The cost as proposed cannot be justified to rate payers. Another alternative would be to re route the path via Grey Rd and join Kooraweera at the bottom of Narang stree, thence down to Peera St to The Esplanade

Q3. **Please tell us what street you live on** Peera Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 78
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:18:03 pm
Last Seen: Oct 18, 2021 09:43:38 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

An excellent environmentally friendly recycled product for the entire framework and walking surface could be sourced from Replas Australia - https://www.replas.com.au.

Q3. **Please tell us what street you live on** Windebanks Road, Aberfoyle Park

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 79
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:19:00 pm
Last Seen: Oct 18, 2021 09:47:41 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

Will become a suicide point and detracts from natural landscape

Q3. **Please tell us what street you live on** Yomara

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 80
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:25:16 pm
Last Seen: Oct 18, 2021 09:51:14 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

1. This proposal will have a significant effect on our lives in so many aspects, given its immediate proximity to our home – visual, privacy, noise, beach access and overall enjoyment of natural surrounds will all be impacted drastically. 2. We've been through an extensive and arduous process (over approx. 5 years) to gain DAP approval to build our dream home on the edge of Kurnabinna gully completed only 2 years ago. Our designs were knocked back 3 times by the DAP for reasons such as 'bulk and scale' and 'not in keeping with the natural landscape', before our eventual approval. We made multiple expensive sacrifices to our design, believing we were truly making a difference to preserving the natural landscape and to accommodate councils' requirements. We feel this proposal is completely disrespectful and against council's own development plan especially considering what we were subjected to in recent years. 3. Concerns regarding noise from the structure e.g. from foot traffic or the regular strong winds, will obviously require assurances in writing that this bridge will not impact our day to day life, prior to commencement of any works. 4. We strongly disagree with the point made regarding accessibility to all. With the multiple flights of stairs still proposed either side of the bridge it won't be suitable for people of all ages as claimed. There is very limited parking near either Gully's, or existing turnaround areas on the many dead-end streets, this is not a sensible location for an all-inclusive tourist attraction. 5. We are devastated at the loss of beach access, particularly for our young children who adore the adventure of walking down to the rock pools. This was a major reason for deciding to build our forever home in this area, and the other access stairs being 1.5km away, is too far for children to walk. 6. We are 100% supportive of the re-opening of the boardwalk. We love this asset and feel like it should once again be enjoyed by all, and understand the time pressures however, beg you to consider other options to this proposed bridge. Who would want to be looking directly into such an overbearing structure from your own home knowing there are more subtle options available?

Q3. **Please tell us what street you live on** Boonga Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Unhappy

Respondent No: 81
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:44:21 pm
Last Seen: Oct 18, 2021 10:10:57 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

Many of us use the gully walk as fitness, so the platforms and steps are part of that. I also enjoy the access to the waterfront down the steps in various locations.

Q3. **Please tell us what street you live on** Caroona Ave

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 82
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:44:41 pm
Last Seen: Oct 18, 2021 10:13:24 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

More people will benefit from the new design. Much more family friendly, encouraging more outdoor activities

Q3. **Please tell us what street you live on** Longview crescent

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 83
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:48:46 pm
Last Seen: Oct 18, 2021 10:16:10 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The steps are the reason most people walk that path as a challenging walk with nice scenery. To replace it with a suspended walk bridge and remove the steps will ruin it. Maybe steps and a bridge?

Q3. **Please tell us what street you live on** Woodlake Drive

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 84
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:48:52 pm
Last Seen: Oct 18, 2021 10:18:16 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very satisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Quailo Avenue
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 85
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 20:58:38 pm
Last Seen: Oct 18, 2021 10:26:23 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

Think it is a great idea. Easier walking for the elderly who want to take in the loveliness of the environment.

Q3. **Please tell us what street you live on** Moora Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 86
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 21:24:05 pm
Last Seen: Oct 18, 2021 10:46:36 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

It does not accord with the natural environment and is a huge eyesore. It destroys the view for residents when the initial structure followed the contour of the valley. Very little information given to residents and little opportunity to provide feedback as we were not told about it. It will devalue property for residents effected.

Q3. **Please tell us what street you live on** Duntroon Close

Q4. **Tell us how happy you are with your opportunity to provide feedback** Unhappy

Respondent No: 87
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 21:25:09 pm
Last Seen: Oct 18, 2021 10:53:50 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

It will just be great to have all the boardwalk open to enjoy the full walk

Q3. **Please tell us what street you live on** Kenneth rd

Q4. **Tell us how happy you are with your opportunity to provide feedback** not answered

Respondent No: 88
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 21:37:37 pm
Last Seen: Oct 18, 2021 11:04:34 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

It is hard to see all angles from images provided, but I do believe this bridge poses a hazard for people who many potentially want to cause them selves intentional injury. I also liked the fitness the earlier design provided and being close to the native flora. But not obviously stepping on it.

Q3. **Please tell us what street you live on** Esplanade

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 89
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 21:40:50 pm
Last Seen: Oct 18, 2021 10:08:14 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

My first impression of the cable bridge was that of the Golden Gate Bridge - San Fransisco. A very commercialised structure. I can understand the reasons for the bridge but I find the cable support structure is an eyesore and does not blend in with the beautiful natural surroundings of the coastline.

Q3. **Please tell us what street you live on** Fryer street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 90
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 21:51:34 pm
Last Seen: Oct 18, 2021 11:20:18 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

It's a shame we lose the stairs as it is a very much loved part of the boardwalk but great to know it's getting fixed so we can get back to walking all the way.

Q3. **Please tell us what street you live on** Apollo drive, Hallett Cove

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 91
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 21:52:25 pm
Last Seen: Oct 18, 2021 11:21:34 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Satisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	The Cove Road
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 92
Login: [redacted]
Email: [redacted]

Responded At: Oct 18, 2021 22:20:26 pm
Last Seen: Oct 18, 2021 11:49:39 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

The bridge design could lend in with the environment a little more

Q3. **Please tell us what street you live on** Chalani Crescent

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 93
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 06:47:54 am
Last Seen: Oct 18, 2021 20:13:11 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

I understand we need a bridge and hang bridge concept is a good idea re costs and environmental impact however the original is more appealing and good for fitness. This also can be a barrier to some so for the good of all a good idea.

Q3. **Please tell us what street you live on** Rutland Ave

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 94
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 07:04:09 am
Last Seen: Oct 18, 2021 20:31:20 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

I think its ugly. When I first saw these plans in David spiers page (via a friend. as David blocked me from his page) I thought perhaps they were an April fools joke

Q3. **Please tell us what street you live on** Antonia crct

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 95
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 08:40:48 am
Last Seen: Oct 18, 2021 22:04:39 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

This bridge draws attention to this man made structure. It doesn't fit in well with its surroundings and draws attention away from the nature it's supposed to draw us into. The original structure is much better, hugging the earth is weaving through. I do not like the bride design at all. Sincerely [redacted]

Q3. **Please tell us what street you live on**

Schulze Ct.

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 96
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 09:01:02 am
Last Seen: Oct 18, 2021 22:30:20 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**
Very satisfied

Q2. **Do you have any comments**

not answered

Q3. **Please tell us what street you live on**
Ragamuffin Drive

Q4. **Tell us how happy you are with your opportunity to provide feedback**
Happy

Respondent No: 97
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 09:48:42 am
Last Seen: Oct 18, 2021 23:14:13 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

The time this has taken is nothing short of ridiculous. The Oaklands Road crossing was a far more complex project yet was completed in less than half the time. Why has it taken since early 2019 to get a concept plan? Why is it going to take another 15 months to complete a single foot bridge? The track is used by a large number of people. They have been greatly inconvenienced by a recreation project that has just taken far too long. Inexcusable.

Q3. **Please tell us what street you live on** [redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 98
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 10:22:55 am
Last Seen: Oct 18, 2021 23:49:34 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

Part of the attraction for me as a very active person was that the previous boardwalk provided a sense of cross training with different levels, however looking forward to it reopening ASA P

Q3. **Please tell us what street you live on** [redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 99
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 10:39:06 am
Last Seen: Oct 19, 2021 00:08:29 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very satisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Kurnabinna Terrace
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 100
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 11:04:35 am
Last Seen: Oct 19, 2021 00:30:39 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

To my perhaps untrained eye, the bridge walkways look out of place with the natural surrounding. Surely the existing boardwalk blends in better and, you would think would have to be cheaper and quicker to construct.

Q3. **Please tell us what street you live on** Serica St

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No: 101
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 11:49:40 am
Last Seen: Oct 19, 2021 01:17:46 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very satisfied
Q2. **Do you have any comments**	
A great investment in our community and for all people	
Q3. **Please tell us what street you live on**	Fryer Street
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 102
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 12:46:02 pm
Last Seen: Oct 19, 2021 01:59:09 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

Feedback r:e proposed bridge design for Grey Road gully: • Incongruous. • Fails to follow topography of the land, unlike the existing trail. • Safety concerns including high winds affecting safe passage across bridge; becoming a notorious location for committing suicide; accidental falls due to selfies/clowning around • Destabilisation of the cliff top due to pylons • Aesthetically poor

Q3. **Please tell us what street you live on**

The Esplanade

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 103
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 12:47:37 pm
Last Seen: Oct 19, 2021 02:01:57 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Satisfied

Q2. **Do you have any comments**

Happy with bridge, don't have a problem with original staircase. Some improvements will be required along the trail on the Marino side of this bridge to address some heavy erosion and very uneven pathways.

Q3. **Please tell us what street you live on** Syme Avenue, Seacombe Gardens

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 104
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 15:44:09 pm
Last Seen: Oct 19, 2021 05:10:48 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Undecided

Q2. **Do you have any comments**

In the artists impression the cable bridge takes away the whole natural ethos of the area. It was also unclear to me whether the stairs below the bridge will remain. They look new!!!

Q3. **Please tell us what street you live on** Bowker Street, Warradale

Q4. **Tell us how happy you are with your opportunity to provide feedback** not answered

Respondent No: 105
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 17:29:38 pm
Last Seen: Oct 19, 2021 06:56:38 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Dissatisfied

Q2. **Do you have any comments**

The suspended cable bridge looks too large and imposing for this beautiful walkway. While the stairs up and down are challenging, they are an excellent exercise, and more sympathetic with the environment that the bridge as depicted.

Q3. **Please tell us what street you live on**

Yalpa Road Marino (neutral to provide feedback, as this wasn't advertised widely)

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Neutral

Respondent No: 106
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 17:35:34 pm
Last Seen: Oct 19, 2021 06:41:57 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

I totally disagree with this propose. I have been using this coastal walkway for over 13 years. I clearly remember the very first time when I saw this gully up-down steps, it was breathtaking and I thought how unique this walking trail was. Although it was not a easy walking section, I am sure all the walkers appreciate the unique geological aspects of this trail. Moreover, this section just had the handrail maintenance done few years ago which already costed enough money on council and there is no need to spend another big money to make a bridge over this gully. Please, do not take this natural walk trail away from us, making bridge is definitely not an ideal solution to fix current problem.

Q3. **Please tell us what street you live on** Murnada street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 107
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 17:40:50 pm
Last Seen: Oct 19, 2021 06:59:37 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**

Very dissatisfied

Q2. **Do you have any comments**

I've been living here for 14 years. If the new skywalk was built, we couldn't walk down to the rocks by the sea. The rocks nearby sea is a good place to have a good time with kids. It's so sad if we can't go down to that area. Please leave the access to the sea. The current stairs are very steep. But it's nice and challenging for the people who love walking. No one wants skywalk, I reckon.

Q3. **Please tell us what street you live on**

[redacted]

Q4. **Tell us how happy you are with your opportunity to provide feedback**

Happy

Respondent No: 108
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 17:56:43 pm
Last Seen: Oct 19, 2021 07:20:49 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very satisfied

Q2. **Do you have any comments**

The existing descending and ascending stairways are ugly, dangerous and will require a lot of maintenance. When viewed from the water these structures detract from the natural beauty of the cliffs, I cannot wait for them to be removed.

Q3. **Please tell us what street you live on** Grand Central AVE

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 109
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 18:39:43 pm
Last Seen: Oct 19, 2021 08:09:13 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very dissatisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Grey Road
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Unhappy

Respondent No: 110
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 19:03:37 pm
Last Seen: Oct 19, 2021 08:09:51 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

1)Man made eye sore on "park's cultural and geological heritage, including evidence of an Australian ice age some 280 million years ago. The outstanding glacial pavements along the northern cliff tops are recognized as the best record of Permian glaciation in Australia and have international significance" (https://www.parks.sa.gov.au/parks/hallett-cove-conservation-park). why would you do that. 2) First Oxymoron! It cuts short the walk! Why would you bother then to walk / Hike at all. 3)Wasted public money. 4)Second Oxymoron! Takes a nature enthusiast away for nature rather than closer to it! 5) Complete disregard of own SA motto "The state government acknowledges Aboriginal people as the First Peoples and Nations of the lands and waters we live and work upon and we pay our respects to their Elders past, present and emerging. We acknowledge and respect the deep spiritual connection and the relationship that Aboriginal and Torres Strait Islander people have to Country. We work in partnership with the First Peoples of South Australia and support their Nations to take a leading role in caring for their Country" 6) No clear financial benefit or un-met-need justification for structure/expense to the residents of Hallet Cove.

Q3. **Please tell us what street you live on** grey road

Q4. **Tell us how happy you are with your opportunity to provide feedback** Neutral

Respondent No:	111	**Responded At:**	Oct 19, 2021 19:22:38 pm
Login:	[redacted]	**Last Seen:**	Oct 19, 2021 08:52:02 am
Email:	[redacted]	**IP Address:**	[redacted]

Q1.	**Please tell us how satisfied you are with the concept design for the Gullies?**	Very dissatisfied
Q2.	**Do you have any comments**	
	It's Hope less	
Q3.	**Please tell us what street you live on**	Holdfast promenade
Q4.	**Tell us how happy you are with your opportunity to provide feedback**	Unhappy

Respondent No: 112
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 19:26:10 pm
Last Seen: Oct 19, 2021 08:55:24 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very dissatisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Grey road
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Unhappy

Respondent No: 113
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 19:48:12 pm
Last Seen: Oct 19, 2021 09:16:50 am
IP Address: [redacted]

Q1. Please tell us how satisfied you are with the concept design for the Gullies?	Dissatisfied
Q2. Do you have any comments	
I like to use the beach access. Under this plan that is excluded - so there is a loss of amenity.	
Q3. Please tell us what street you live on	Manx COurt
Q4. Tell us how happy you are with your opportunity to provide feedback	Happy

Respondent No: 114
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 19:52:32 pm
Last Seen: Oct 19, 2021 09:20:09 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

Defeats the whole purpose of the boardwalk. There are many flat sections very nearby. This section draws so many visitors due to its amazing reputation as an exercise spot

Q3. **Please tell us what street you live on** Barramundi Dr

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 115
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 20:07:59 pm
Last Seen: Oct 19, 2021 09:30:47 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**
Very dissatisfied

Q2. **Do you have any comments**

The steps provided an excellent fitness challenge which brought people to the boardwalk. The bridge is not in keeping with the surroundings and although it's great it is accessible how do you get to the bridge? Is the whole boardwalk accessible?

Q3. **Please tell us what street you live on**
Barramundi Drive

Q4. **Tell us how happy you are with your opportunity to provide feedback**
Happy

Respondent No: 116
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 20:19:37 pm
Last Seen: Oct 19, 2021 09:48:11 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

Takes a nature lover away from it rather than closer to it. Eye sore.

Q3. **Please tell us what street you live on** Rogerson cct

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Respondent No: 117
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 20:44:15 pm
Last Seen: Oct 19, 2021 10:07:36 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

The proposed suspension bridge would not complement the environment and detracts from the natural beauty of the coastal park . Stairs would provide both spectacular scenery and unique exercise challenges.

Q3. **Please tell us what street you live on** Duntroon close

Q4. **Tell us how happy you are with your opportunity to provide feedback** Unhappy

Respondent No: 118
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 20:53:58 pm
Last Seen: Oct 19, 2021 10:20:50 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Dissatisfied
Q2. **Do you have any comments**	not answered
Q3. **Please tell us what street you live on**	Salrak Avenue
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Happy

Respondent No: 119
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 21:30:51 pm
Last Seen: Oct 19, 2021 11:00:12 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?**	Very dissatisfied
Q2. **Do you have any comments**	Not a good idea
Q3. **Please tell us what street you live on**	Grey strret
Q4. **Tell us how happy you are with your opportunity to provide feedback**	Unhappy

Respondent No: 120
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 21:54:16 pm
Last Seen: Oct 18, 2021 10:20:30 am
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Very dissatisfied

Q2. **Do you have any comments**

This new design which has not been shared with the local residents community (we have had no contact, email, letter, since we moved here in January 2020). This completely goes against the depicted conservation style to retain the boardwalk in its natural form. I run on the open sections almost every day and majority of people understand their limits and ability to walk on here. We watch on a daily basis people who climb over the fences and continue to walk down the steps to get to the beach and other side. My opinion is that to attempt to make one or two sections "accessible" for more people isn't viable as there are still numerous steps and in order to get from one section to another they would need to go through significant amount of other steps shown in the diagrams. The cost to redo the whole boardwalk seems extremely unreasonable. My friends, family and other community members when discussing this agreed that they all wanted the boardwalk to be reopened and repaired in the areas it required it, but not to create some huge steel framed bridges that are more suited to city transport. The safety and risk of people not only falling but using for other means would be hard to control without locked gates, security and the noise with the strong winds that come through (we have seem many trampolines and shed roof tiles go down that gully that often have in excess of 100km winds) are some of the first things that come to mind. I urge the council to rethink and redesign this concept, as I think the community will be in alignment that whilst we want the boardwalk to reopen we want it to remain as it was, natural and simple, keeping the same boardwalk that has been loved for years and will continue to do so, that is a tourism attraction in itself, not some momentous bridge that residents will also see there are many other areas the money could be better spent - ie the swimming pool at hallett cove or updating the playground/reserves and parks in the Hallett cove area as most are very out of date. Thank you,
[redacted]

Q3. **Please tell us what street you live on** Pennayoona Street

Q4. **Tell us how happy you are with your opportunity to provide feedback** Unhappy

Respondent No: 121
Login: [redacted]
Email: [redacted]

Responded At: Oct 19, 2021 22:40:05 pm
Last Seen: Oct 19, 2021 12:07:24 pm
IP Address: [redacted]

Q1. **Please tell us how satisfied you are with the concept design for the Gullies?** Dissatisfied

Q2. **Do you have any comments**

please make it look more fancy and luxury or keep it the same. don't do damage to the environment just for some new cables for lazy people who don't want to take the stairs. this is a spot you could have weddings make it luxury please

Q3. **Please tell us what street you live on** pridham blvd

Q4. **Tell us how happy you are with your opportunity to provide feedback** Happy

Attachment 8

Legend

- Distribution Area
- Walkway
- Grey Road Gully Bridge
- Kurnabinna Gully Bridge

Level of support by street location (refer to map)

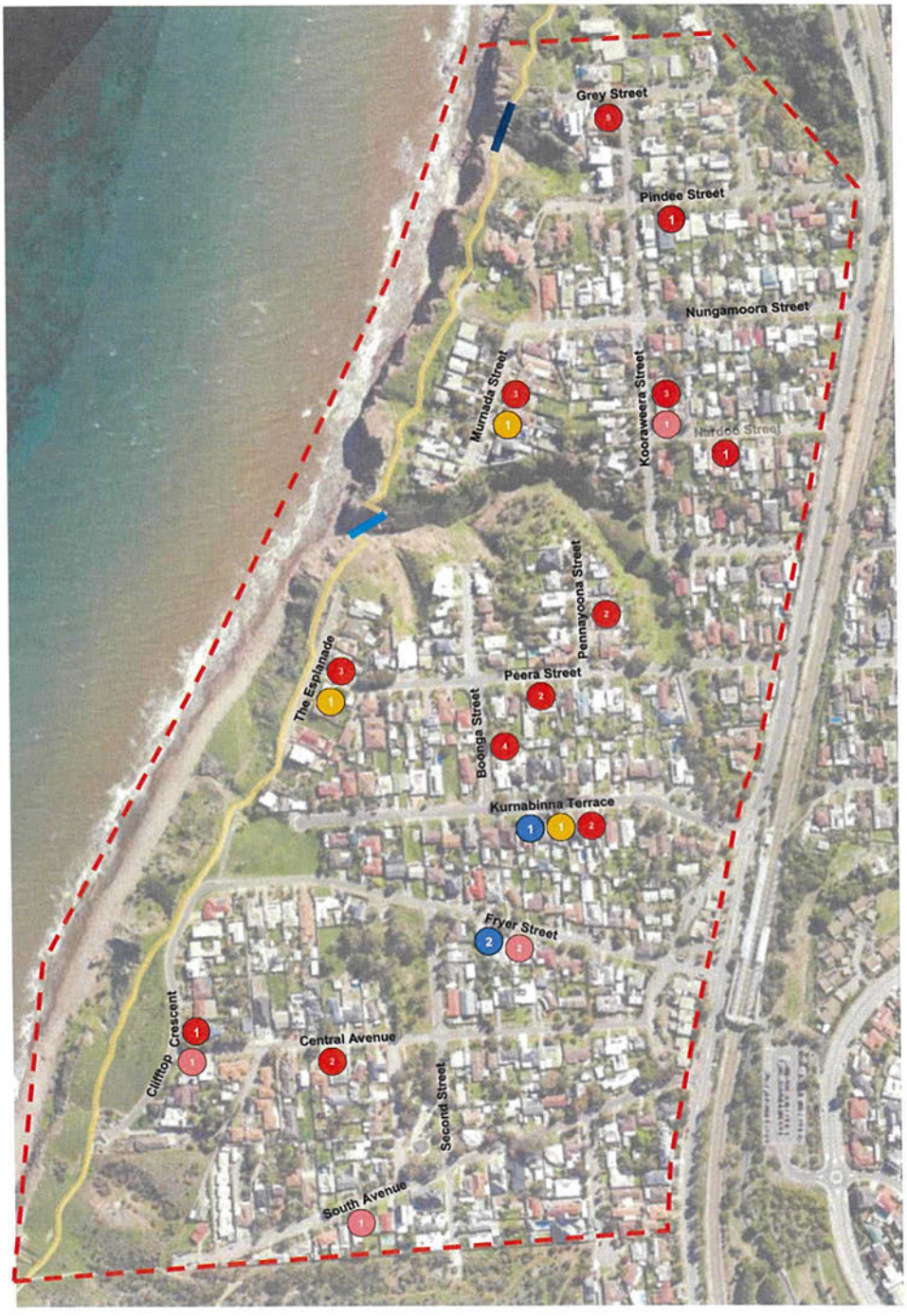
3	Very Satisfied
0	Satisfied
3	Neutral
5	Dissatisfied
29	Very Dissatisfied

Level of support external to distribution area

19	Very Satisfied
13	Satisfied
7	Neutral
16	Dissatisfied
26	Very Dissatisfied

Total level of support

22	Very Satisfied
13	Satisfied
10	Neutral
21	Dissatisfied
55	Very Dissatisfied



Community Feedback Map – Proposed bridge concept for Grey Road and Kurnabinna Gullies

CITY OF MARION

2. Approves the identified savings following the completion of the 2020-21 audited Annual Financial Statements of $1.141m to be transferred to the Asset Sustainability Reserve

Carried Unanimously

10.5 Coastal Walkway - Concept Design Update
Report Reference GC211026R10.5

Moved Councillor Crossland **Seconded Councillor Duncan**

That Council:

1. Notes the community engagement findings report

2. Endorse the cable bridge concept designs for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) for completion of detailed designs with consideration of Community feedback.

3. Endorse removal of beach access at Segment 6 (Kurnabinna Gully).

4. Receives a further report in December 2021 on the updated costs for the construction of the Coastal Walkway Project for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) including suspension bridge option.

Amendment

Moved Councillor Hull

That Council:

1. Notes the community engagement findings report

2. Endorse the cable bridge concept designs for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) for completion of detailed designs with consideration of Community feedback and that administration ensures this construction has due regard for the topography of the area and to make the bridges less obtrusive and in keeping with the landscape.

3. Endorse removal of beach access at Segment 6 (Kurnabinna Gully).

4. Receives a further report in December 2021 on the updated costs for the construction of the Coastal Walkway Project for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) including suspension bridge option.

The amendment to become the motion lapsed for want of a Seconder
The motion was Carried Unanimously

18.4 Coastal Walkway Update	
Report Reference	GC220308F18.4
Originating Officer	Coordinator Coastal Walkway – Alex Cortes
Corporate Manager	Manager City Activation - Charmaine Hughes
General Manager	Acting General Manager City Development - Tony Lines

CONFIDENTIAL MOTION

That pursuant to Section 90(2) and (3)(k) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager of the Office of the CEO, Chief Financial Officer, Manager City Activation, Coastal Walkway Coordinator, Unit Manager Governance and Council Support, Executive Officer to the CEO be excluded from the meeting as the Council receives and considers information relating to the Coastal Walkway Update, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to yet to be finalised tender outcomes and commercial expenditure.

REPORT HISTORY

Report Reference	Report Title
GC211214F18.3	Coastal Walkway Update
GC211026R10.5	Coastal Walkway Concept Design Update
GC210622F03	Coastal Walkway Update – Field River
GC201124R10	Coastal Walkway Concept Design
GC191126R07	Coastal Walkway Project

REPORT OBJECTIVE

To provide Council with project status on the Coastal Walkway Design / Construction of Grey Road Gully (Segment 5) and Kurnabinna Gully (Segment 6).

DISCUSSION

At the General Council meeting 14 December 2021 (GC211214F18.3), Council noted the Early Contractor Involvement (ECI) procurement model with a preferred contractor to finalise the design providing price certainty on construction based on a Guaranteed Maximum Price.

With staff concluding the tender evaluation process, the design team is working closely with the preferred civil contractor and design consultants to finalise important elements of the project in readiness for a report for the General Council meeting 22 March 2022 focusing on costs and construction program.

In response to concerns raised by the community after consultation and to provide confidence to Council in the decision to proceed with the bridge alternative, a thorough evaluation was undertaken.

The risks and benefits of a boardwalk verses a bridge were evaluated in conjunction with the ECI contractors, as follows:

- Financial – significant initial construction savings for a bridge, as well as significant whole-of-life (WOL) savings for a bridge
- Time – expected completion dates are the same for both a bridge and a boardwalk
- Environmental – significant reduction in environmental impacts from a bridge, including less overall footprint in the gullies and associated disruption of the ground
- Accessibility – significant improvement in accessibility with a bridge (the current boardwalk is only accessible to the physically fit and is classified as Grade 3 walking trail)
- Risk – lower project risk from a bridge; removing the beach access avoids the risk of rock fall injuries and reduces construction risk; construction of the boardwalk would be undertaken using harnesses (with associated risks of injury and delay).

A bridge was therefore identified as the best solution for gullies in Segments 5 and 6. Further details on the above evaluation are included in the Bridge & Walkway Evaluation Report (Attachment 1).

Administration has since selected its preferred contractor through two extensive evaluations and is now undertaking Value Management workshops with the project team to further inform the final construction design subject to approval from Council at the General Council meeting 22 March 2022.

NEXT STEPS

The consultant team will complete a full geotechnical investigation to inform the bridge footing designs and engage the bridge designer to close out any unknowns.

The design will be refined by completion of further explorations and minor design alternations to minimise the final contract price from the current GMP (Gross Maximum Price).

Currently the program has construction commencing April 2022 and completion in early 2023. Noting the current volatile market conditions, the project team will do its best to work through procurement concerns to avoid any project delays because of unavailable materials or resources.

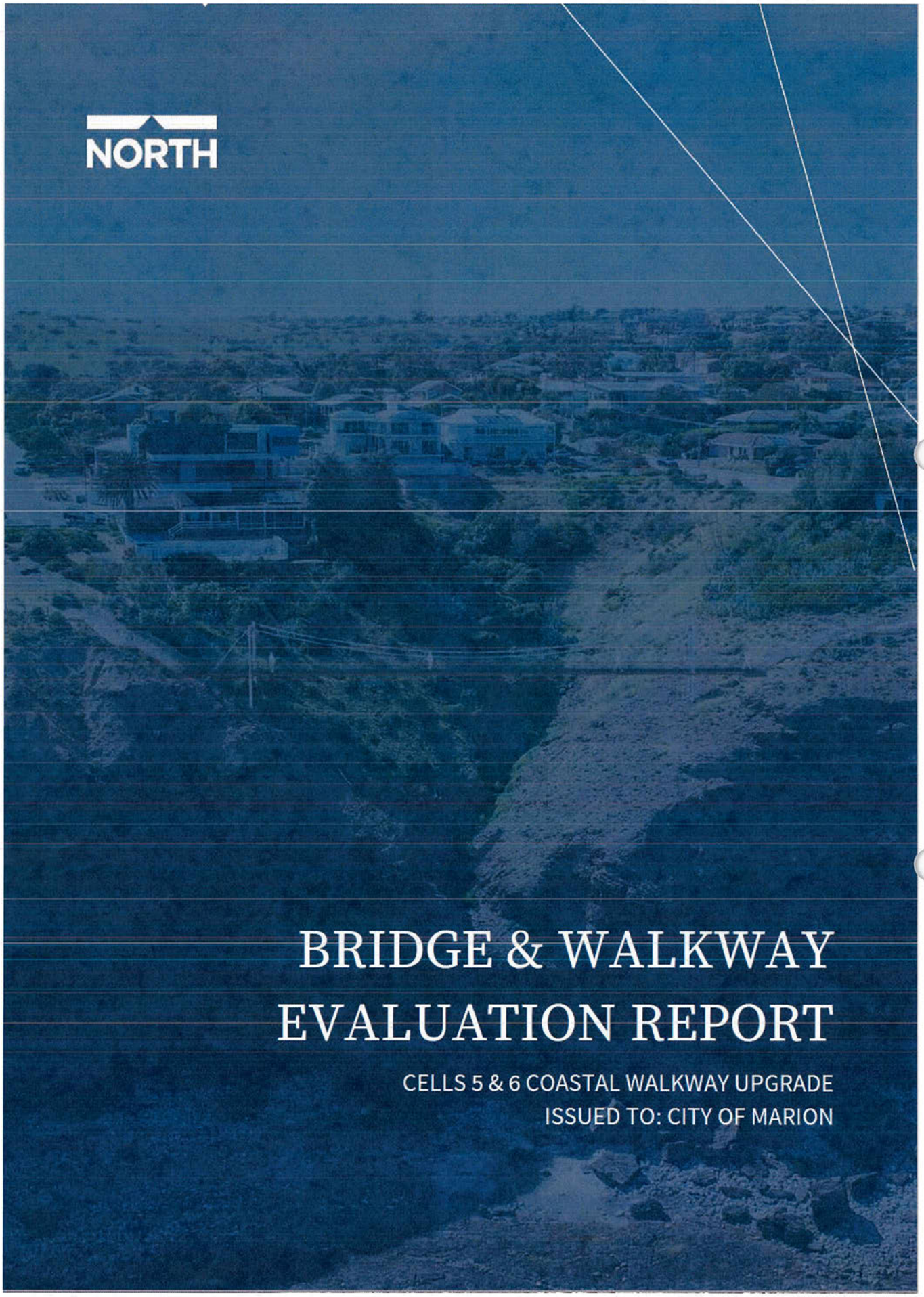
RECOMMENDATION

That Council:

1. **Notes design development of the suspension bridges for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully)**
2. **Notes a further report will be received at General Council 22 March 2022 to consider the final construction plans, final fixed price and construction program.**
3. **In accordance with Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the financial figures and names of tendering parties within attachment 1 to the report, *Coastal Walkway Update*, having been considered in confidence under Section 90(2) and (3)(k) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential and not available for public inspection until a construction contract has been executed. At this time the information will be released in its entirety. If not released prior, this confidentiality order will be reviewed at the General Council Meeting in December 2022.**

ATTACHMENTS

1. 220209-Bridge and Walkway Evaluation Report [**18.4.1** - 22 pages]



BRIDGE & WALKWAY EVALUATION REPORT

CELLS 5 & 6 COASTAL WALKWAY UPGRADE
ISSUED TO: CITY OF MARION

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1. Executive Summary

City of Marion and the State Government allocated $4.8M to redevelop Cells 5, 6 and 10 of the existing Coastal Boardwalk. The budget did not suffice as founded in early cost consultations and as a result, Council decided to proceed with developing Cell 10 (Heron Way and Field River connection) and then Cells 5 & 6 would be procured through Early Contractor Involvement to have industry specialists and contractors to provide advice to inform design changes that would assist and influence a more feasible and sensible design for construction.

The full extent of the ECI process can be sighted in Appendix A. This procurement method was elected due to the complexity of the project site and the original pricing revised in the early phases of project development. The benefits of the ECI include a more cost-effective final design and less variations during construction. During the ECI process it was tabled that the inclusion of a bridge could be beneficial to the project and elevate a lot of the main concerns and key risks.

In Council exploring the inclusion of bridges to each gully it was suggested that this would minimise the construction risk, project timeframe, environmental impact, project cost and accessibility constraints for the project. The industry specialists informed the evaluation of both structures and Council then investigated both the boardwalk and the bridge based on these key elements.

The bridge was the recommended option from a financial standpoint as it the direct and ongoing whole of life costs are considerably less than the boardwalk option. The bridge structure also has reduced construction risks resulting in less contingency required for the total project cost.

Both structures are comparable in respects to time as expected completion date is similar between the two. Time advantages for the bridge had been nullified by the endorsement process and additional design work required to implement the structure. Provided construction works commence by April 2022 it is anticipated that works will be complete early 2023.

Through this process, the project team identified several accessibility constraints and the implications of these. It was also evident the boardwalk structure would result in a larger environmental impact, as well as a greater amount of safety concerns associated with the construction of the structures. Limited by the inability to get machinery access to the base of the gullies, the majority of the boardwalk would need to be delivered and installed by hand resulting a lengthier project program.

Council was advised on the risks associated with each structure which are summarised in Appendix B and Appendix C. The risk assessments outlined that there was a significantly higher degree of risks associated with the construction of the boardwalk than for the bridge which has the potential to substantially impact time and cost of the project.

Community consultation identified public concerns around the visual and noise impact of the bridge. It was found that all nominated locations of the bridge portals (pillars) are beneath the line of sight for neighbouring residents and that the structures noise and vibration impact would be negligible and considering this the adverse impacts of the bridge are reduced.

With an emphasis on the key project deliverables being noted as a positive in the adoption of the bridge, such as safety in construction, time for completion, accessibility, and budget as well as the additional environmental benefits it was evident through this exercise that the bridge was the favourable structure to achieve a best for Council outcome. This in conjunction with the compared key factor assessments as noted in Section 3 reiterates the superiority of the bridge in lieu of the boardwalk.

2. Introduction

Note all information provided within this report is confidential in nature and is for internal use only.

City of Marion and the State Government have allocated $4.8M to redevelop Cells 5, 6 and 10 of the existing Coastal Boardwalk. The existing walkway is approximately 20 years old and coming to the end of its design life. The intent for the funding and redevelopment was to remove and replicate that of the existing boardwalks, climbing the natural gullies terrain.

Through early cost consultation and concept designs, it was discovered that the allocated $4.8M would not suffice to deliver all the required works as per Council's scope and as detailed within the Concept Designs due to the site complexities with access.

As a result, it was decided that Council would proceed with developing Cell 10 (Heron Way and Field River connection) and issue as a separate tender for commencement in early 2021. Cells 5 & 6 then would then be procured through Early Contractor Involvement to engage industry specialists and contractors to provide expert advice to inform design changes that would assist and influence design detailing and drive a more feasible and sensible design for construction.

Throughout this process, Design Consultants, Cost Consultants and the Council have been informed and educated on the key complexities determining and identifying the constraining elements. The alterations from the original design to the current design, with the adoption of bridges to provide access across both the Gullies can be understood within the assessments as detailed in the below report.

3. Bridge & Boardwalk Evaluation

3.1 Financial Assessment

With costs being the rationale behind undertaking an alternative procurement method, an ECI, it was a key consideration at the basis of each decision and when progressing through each phase. With the project team knowing the current allocated budget did not suffice to construct the original concept design, the intent of design critique in Workshop 1 was to determine areas of opportunity that would decrease final project costs.

In completing cost comparative estimates based off the pricing provided by the contractors within Workshop 1 for the bridge construction, the opportunity was identified to implement a bridge as a more feasible alternative.

The below tables outline the cost per cell for each design concept:

TABLE 1: ORIGINAL CONCEPT BOARDWALK ESTIMATE (LM BREAKDOWN)

	QUANTITY (LM)	RATE (EX GST.)	TOTAL	SUM TOTAL
Cell 5 Grey Road Gully	341	[redacted]	[redacted]	
Cell 6 Kurnabinna Gully	351	[redacted]	[redacted]	[redacted]

TABLE 2: REVISED CONCEPT BRIDGE ESTIMATE (LM BREAKDOWN)

	QUANTITY (LM)	RATE (EX GST.)	TOTAL	SUM TOTAL
Cell 5 Grey Road Gully	330	[redacted]	[redacted]	
Cell 6 Kurnabinna Gully	299	[redacted]	[redacted]	[redacted]

The above figures are reflective of early figures provided by industry specialists for cost per bridge. It does not include future design development of the bridges. The tables above outline the cost per linear meters for each concept design - Table 1 reflecting the total linear meters covered with the installation of a boardwalk and Table 2, the bridge. It highlights the cost benefit in implementing the bridge within Cell 6 showing a reduction in excess of [redacted] per meter.

An addition to the project cost, there is a considerable difference in the costs for risks allowances associated with the construction methodology of each structure. Due to the complexity of the terrain and poor ground conditions, there would be larger sum for contingency required in the construction of the boardwalks due to the reliance of foundations down the steep embankment, potential increases in temporary works to provide access and project duration risks increasing preliminary costs. This is not factored into the above comparative costs and would further increase the price variance between both structures.

Further to the above, in evaluation of each structure, the maintenance, detailed in Section 3.6, and the consideration of the whole of life costs needs to be considers. It was identified that the boardwalk was a more costly option due to its larger footprint, maintenance schedule and accessibility constraints noting that the design life of each structure is equivalent.

Based on the information provided, the bridge is the recommended option from a financial standpoint as it the direct costs are considerably less than the boardwalk option. The bridge structure has reduced construction risks resulting in less contingency required and smaller costs associated with maintenance of the structure throughout it's design life. The below table outlines the overall costs per structure.

TABLE 3: OVERALL COST COMPARISON

	BOARDWALK	BRIDGE
PRELIMINARIES	[redacted]	[redacted]
CELL 5	[redacted]	[redacted]
CELL 6	[redacted]	[redacted]
PROVISIONAL SUM	[redacted]	[redacted]
WOL COST (50 YEARS)	[redacted]	[redacted]
TOTAL	[redacted]	[redacted]

The above table does not encapsulate contingency allowances required within the project budget to accommodate for potential variations that may arise as discussed in Section 3.5 below. It does outline the comparative total costs for construction and whole of life for each structure, solidifying that the bridge is a more feasible alternative.

3.2 Time Assessment

During the Expressions of interest, the contractors provided an indicative timeline for the completion of works to Cell 5 and Cell 6 based off the boardwalk design, this indicated a 12-month period was required to complete both Cells. Upon exploring the bridge option further, the contractors engaged provided a revised program for the construction of each Cell with a bridge which demonstrated a decreased time frame for the total construction period, however a lengthier timeframe was required to allow for bridge design.

Further to the construction timeframe, it is important to note due to the current volatile market constraints associated with procurement of materials with long lead times. Procurement of long lead time items have been allowed for and captured within each program. These would be relevant for both structures. The below table outlines items of concern for each.

TABLE 4: LONG LEAD PROCUREMENT ITEMS

ITEM	LEAD TIME (APPROXIMATE)	STRUCTURE
TIMBER	Up to 3 months	Both
STEEL	3-6 months	Both
FRP	3 months	Both
CABLES	6 months	Bridge

Additionally, within the current project timeframe constraints with a desired completion before the end of 2022 it is unconfirmed if such a large quantity of timber can be acquired in line with the project program. Expected completion date is comparable between the two as any time advantages for the bridge have now been nullified by the endorsement process and additional design work required. Provided construction works commence by April 2022 it is anticipated that works will be complete early 2023.

3.3 Environmental Impact Assessment

EBS Ecology completed an Environmental report which states recommendation for construction environmental management plans incorporating recommendations for weed and vegetation management and advice from Birdlife Australia to minimise the impact to local bird species. At the time of assessment, in August, it was noted there was only one native species identified and it was not detected as a location for migratory shorebirds, although it is important to note the report also states it was not optimal season to do so.

The notable impact in which the project area might have significant impact to the Lomandra Grassland, approximately 2500 square meters, two species of rare flora, Ptilotus Angustifolius and Myoporum Parvifolium and one fauna, Two Sooty Oystercatchers. The rare flora and fauna were only sighted at Cell 5, although further to this it was noted that there where few bird species inhabiting the mature trees in the general project area. Within Cells 5 and 6 five native vegetation associations where mapped, there are pictured within the gullies and climbing the cliffs edge adjacent to the at grade paths.

Due to the significant impact on the environment due to the complex terrain and susceptibility to inclement weather, it was a key discussion point when detailing the design and methodology for construction. To ensure safety in construction and endeavour to minimise the impact, it was noted that in designing the footings without large machinery for installation would minimise the need for temporary access tracks and significant temporary works.

Further to this, minimising the number of footings and associated disruptions to the ground would more greatly decrease the Council's risk to discovering latent conditions as well as the disturbance to local flora and fauna. The Bridge in comparison to the boardwalk has significantly less impact on the environment with only eight footings and a pile cap instead of the hundreds of footings required to install the boardwalk as well as substantial reductions in the temporary access tracks down the embankments.

Additionally, in the design development as a value management option, it was raised that removing the beach access at Kurnabinna Gully would result in significant cost savings and would minimise risk to the environment and public safety. By preventing the beach access, it removes the risk of entrapment from potential rock fall and associated hazards with tidal sea levels at the bottom of the gully, whilst additionally decreasing the project footprint. This assessment allowed council to land on the preferred position of removal of the beach access, noting that alternative accesses are available 1km to the south and to the west of Kurnabinna gully.

In decreasing the overall footprint within the gullies, it significantly minimises the potential impact to the environment and eases the environmental management obligations of Council and the contractor.

3.4 Accessibility Assessment

The current boardwalk is only accessible to the physically able and is classed as Grade 3 walking trail, alluding to the difficulty of its terrain, and whilst it promotes fitness aspects, it may deter the general public. The inclusion of a bridge in lieu of the boardwalk to the gullies reduces the difficulty of the entire boardwalk stretch by eliminating the need to traverse the gullies and creates a more appealing and inclusive asset for Council to attract the broader community. It would provide further access to portions of the coastal walkway for people of all abilities to enjoy the coastline views safely. Accessibility both during and post construction was a key project objective during the design development phase.

General public safety with the installation of the bridge was a noted risk when exploring the Bridge alternative, specifically the potential of falling / jumping risk due to height of the bridge. Additionally, there were concerns around people's apprehension to use the bridge because of it heights.

Further to the final product being more accessible post construction, the construction of a bridge provides the opportunity for the contractors to expedite the program and minimise the risk with the bridge alignment being positioned at accessible points of the gully. This would mitigate the safety risk in construction with the requirement to traverse the gullies. It was noted in early investigations that it was near impossible to have machinery access within the gullies and that an alternative construction method would be required to install the boardwalk, which would be costly in both time and money. The installation of the bridge eliminated the need to navigate the gullies and also allowed the use of the existing structures to complete demolition in lieu of additional temporary works such as harnesses and scaffolding, which would create further impact on the environment and be timely.

The decision to cut off access to the beach at Cell 6 inhibits local residents ease of access to their local beach and was not positively received by all members of the community in consultation. Although it prohibits this usage the removal of the access allows a safer construction methodology, with notable financial benefits and minimised public safety risks as detailed in section 3.3.

Accessibility factors attributed notably more benefits to implementing the bridge in lieu of the boardwalk. A Bridge is a more accessible both during construction and post construction and will appeal to a broader portion of the public.

3.5 Risk Assessment

In evaluating both the bridge and boardwalk concepts the risks associated where considered from both a cost, time and safety perspective. In completing early cost estimates, the Council where informed on the various risks that attribute to total project cost for each structure. Items such as higher contingencies due to increased risk for latent conditions associated with the boardwalk and additional design costs in order to inform the bridge design.

Due to the location, the construction period will be subjected to severe weather which leaves it susceptible to program delays. In order to mitigate this risk, the industry specialists provided recommendations around the formation of structures and constraints in constructability. In these discussions it was noted that due to the requirement for the boardwalk to climb the steep gully terrains it was more susceptible to longer construction timeframes and unknown issues resulting in latent conditions. It was this rationale that led to the suggestion of removing the beach access at Kurnabinna gully. In preventing the beach access, it mitigated potential rock fall risk to the public and minimised the construction risk by removing further need to traverse the gully with heavy materials and machinery.

Noting the susceptibility of inclement weather, all construction of the boardwalk would be completed off harnesses, leaving the project exposed to the chance of both safety concerns and program delays, resulting in higher contingency allowances and overall project cost. A detailed risk assessment is provided in Appendix C & B summarising the key risks associated with each structure. The risk assessments demonstrate the level of risk associated with each structure and clearly demonstrate that there are far greater risks in proceeding with the Boardwalk Concept Design.

3.6 Maintenance Assessment

Council Report issued in October 2021 noted that the bridge aligned to Coastal Walkway Asset Management Plan 2020 - 2030 which commits to the reduction of asset life cycle costs and improved functionality. The Council Report reflected on a whole of life assessment for both the Boardwalk and the Bridge structures, identifying the total assets cost to Council. This report founded that the bridge has a lifespan of 50-60 years with significantly less maintenance costs resulting in a whole of life cost [redacted] less than that of the boardwalk.

The following table outlines the high-level maintenance requirements for each structure:

TABLE 5: STRUCTURE MAINTENANCE REQUIREMENTS

MAINTENANCE REQUIREMENT	CABLE BRIDGE	BOARDWALK
GENERAL	Easy access for visual inspection of all components	Hard access to visually assess the condition of the structure
LEVEL 1	Biannual inspections of condition of all components required by Council staff	Biannual inspections of condition of all components required by Council staff
LEVEL 2	5 yearly inspection on main support cables to test requirement for tightening and monitor structural elements by experience consultant	3 yearly inspections on structural elements by experienced consultant

Furthermore, the majority of the boardwalk structure would be constructed with timber decking that within the current market it is difficult to procure. Untreated timber requires more ongoing maintenance and upkeep to ensure its structural integrity remains in tack and splitting is avoided.

It was evident through the whole of life assessment that the longevity of the bridge was more suitable to the harsh conditions of the coastal environment than the boardwalk and aligned with Councils strategic goals more so than the boardwalk.

4. Industry Engagement (ECI Process)

4.1 Overview

North had been initially engaged to assist City of Marion to understand the project costs associated with the construction of Cells 5, 6 and 10. Through this engagement North discovered that the $4.8M budget allocated by Council and the State Government for the project works was an insufficient amount to complete the delivery as per concept drawings and its associated requirements.

North suggested that the City of Marion undertake an Early Contractor Involvement process to work through the project complexities and land at a design that was aesthetically pleasing, more budget friendly and buildable through the employment of selected contractors and expert personnel. The timeline of this process is summarised in Appendix A.

4.2 Benefits

The Early Contractor Involvement (ECI) process is typically utilised on projects that are complex in nature and require specialist input from experienced personnel in order to guide the design to assist in improving the constructability of the project. Due to the specialist nature of the process, an expression of interest was issued to five (5) contractors believed capable of both informing and delivering a complex project based on their previous experience and allocated personnel.

The benefits of an ECI can be summarised below:

- Δ More cost-effective final design
- Δ Less variations during construction
- Δ Great value than alternative procurement models
- Δ Increase in transparency
- Δ Shared project risk

4.3 ECI Process

The ECI Process founded the basis of information required to inform Council's design for Cell 5 and Cell 6 Structures. Due to the complexity of the sites, it was crucial to have consultation from industry specialist via the form of contractors to specify the constructability constraints, such as machinery access, design details to ease constructability and potential alternative methodologies to form the parameters of the design.

[redacted] and [redacted] were the contractors engaged by City of Marion to partake in the ECI process alongside North Projects, Aspect Studios and Innovis Consultants. All parties during the ECI attended Workshops structured to inform the design development at each stage highlighting the crucial elements driving the project price, program and construction risks. It was within Workshops 1 & 2 the contactors highlighted the extreme difficulty in access within the gullies and inability to get any machinery to the base in order to complete construction of the boardwalks inclusive of foundations and material delivery. The inability to traverse the gullies to construct and install the boardwalk started the discussion around the design teams limitations in detailing the footing structures and that in calculating these they must consider the tools required for installation and the weight of materials proposed. In this workshop it was suggested by the contractors that Council consider the installation of a bridge across the top of the gullies in lieu of the climbing boardwalk to mitigate these risks, provide a more feasible design solution and decrease the construction duration.

After deliberation with the design and cost consultants it was identified that the bridge was a viable option and was proposed within the Council October 2021 report for endorsement. Concurrently Aspect Studios and Council coordinated drone photos of the gullies in order to complete a render to understand the visual impact of the bridges at each gully. This meant that after endorsement within the October Report Council had images to release for Community consultation.

Based on the feedback provided within the consultation period on concerns around the potential noise, vibration and visual impact of the bridge, further investigations were undertaken to understand implications of the bridge inclusive of a cost estimate. It was founded that the reduced level of the bridge was beneath the line of sight for neighbouring residents and that the structures noise and vibration impact would be negligible and therefore the bridge is a more practical and feasible option.

It was determined through specialist advice that irrespective of cost a bridge was a safer and more beneficial asset to council as demonstrated in the assessments detailed within Section 3 of this report. Therefore, demonstrating a comparable cost and being more favourable in terms of access, environmental and constructability considerations the bridge alternative was incorporated within the design documentation for costing for the contractor's submission of their Gross Maximum Price's.

Further detail for the ECI process and its timeline can be founded in Appendix A.

4.4 Bridge Pros & Cons

As a part of the ECI Process and various workshops when providing a design critique and solution for Council's consideration the contractors identified the key pro's and con's, the table below summarises all pro's and con's for the bridge:

TABLE 6: PRO'S AND CON'S FOR BRIDGE INCLUSION

PROS	CONS
Δ Significantly reduced the amount of foundation works required generally and to the steep embankments when compared to a conventional boardwalk (improved WHS outcomes and minimised risk for Council to incur variations for unknown ground conditions)	Δ General public safety – falling / jumping risk due to heigh of bridge
Δ Reduced construction cost	Δ Larger foundations required to support portals at each entrance
Δ Easier access for maintenance and visual inspection of all components over the life of the structure	Δ Removal of beach access at Cell 6
Δ Utilises more durable materials (i.e.: Stainless Steel throughout with FRP deck) provide improved better outcomes for Councils ongoing maintenance	Δ Community dissatisfaction with bridge alignment and obstruction with property views (note, this has been assessed and aligned below the line of sight)
Δ Fewer materials to procure which would result in cost effective replacement if required and minimise councils risk to delays in procurement and/or rise and fall in current volatile market	Δ Removal of multiple stairs that are currently utilised for fitness training
Δ Improved program timeframes over the conventional boardwalk system and minimised construction risk.	Δ People apprehension to use (afraid of heights, etc)
Δ Potential to be an accessible and iconic landmark tourist attraction	

- Δ Removes the risk of flooding and damage to a boardwalk founded at lower levels
- Δ Removes risk of rock slips and falls onto lower-level landings or pedestrians
- Δ Improved pedestrian and emergency services access removing multiple flights of stairs
- Δ Structure for founding footings is reduced (i.e., Deep 10m rock anchors at two locations in lieu of 100 small anchors founded into varying/unknown rock/geotechnical conditions at multiple locations)
- Δ Prevents damage to flora & fauna – potential to revegetate gullies
- Δ The cost of overheads, labour, and temporary structure savings are reduced when compared to boardwalk construction
- Δ Minimises the extent of investigative works required inclusive of time and cost associated with this due reduced footprint

With an emphasis on the key project deliverables being noted as a positive in the adoption of the bridge, such as safety in construction, time for completion, accessibility, and budget as well as the additional environmental benefits it was evident through this exercise that the bridge was the favourable structure to achieve a best for Council outcome. This in conjunction with the compared key factor assessments as noted in Section 3 reiterates the superiority of the bridge in lieu of the boardwalk.

5. Conclusion

It was evident through the process that the implementation of bridges to each Gully would be a more favourable option for council due to the various factors such as accessibility, minimised environmental impact, reduced construction risks, shorter project program timeframes and minimised whole of life costs as outlined within this report. There is another body of work required within Phase 3 to further minimise the project costs and risk for Council through value management and design adjustments to accommodate access requirements. To assist in motivating the preferred contractor to do this in concluding Phase 2, a letter of intent will be issued to the preferred proponent in lieu of a contract in order to ensure that prior to contract award Council can confirm project funding commitment and enter in a contractual agreement that is more reflective of the final contract price.

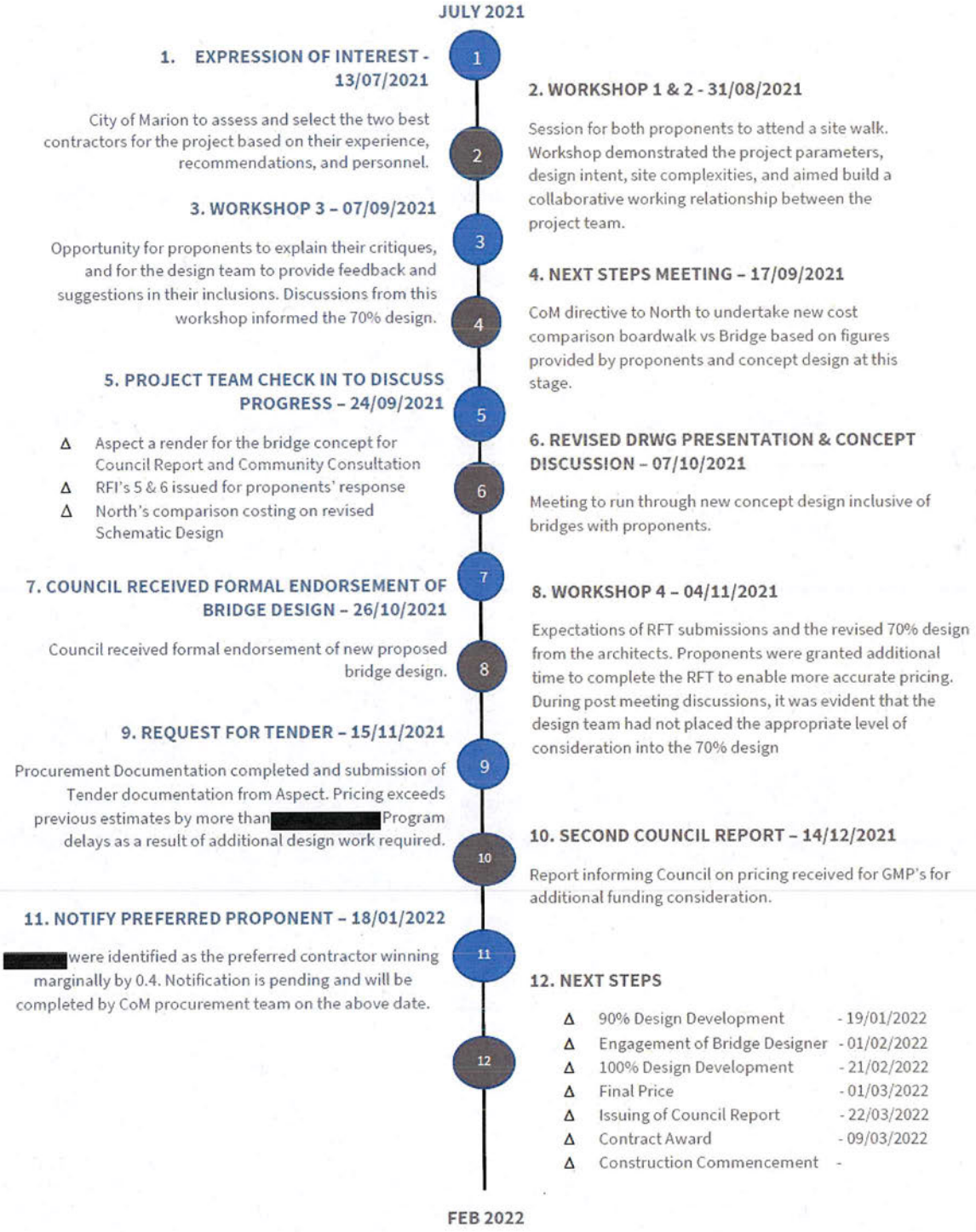
6. Document Title

PROJECT REFERENCE

ISSUE	DESCRIPTION OF AMMENDMENT	AUTHOR	CHECKED	APPROVED	DATE
A	Creation	AF	CB	AC	09/02/2022

Previous issues of this document shall be destroyed or marked SUPERSEDED.

Appendix A: ECI Timeline


JULY 2021
1
1. EXPRESSION OF INTEREST - 13/07/2021
City of Marion to assess and select the two best contractors for the project based on their experience, recommendations, and personnel.
2
2. WORKSHOP 1 & 2 - 31/08/2021
Session for both proponents to attend a site walk. Workshop demonstrated the project parameters, design intent, site complexities, and aimed build a collaborative working relationship between the project team.
3
3. WORKSHOP 3 – 07/09/2021
Opportunity for proponents to explain their critiques, and for the design team to provide feedback and suggestions in their inclusions. Discussions from this workshop informed the 70% design.
4
4. NEXT STEPS MEETING – 17/09/2021
CoM directive to North to undertake new cost comparison boardwalk vs Bridge based on figures provided by proponents and concept design at this stage.
5
5. PROJECT TEAM CHECK IN TO DISCUSS PROGRESS – 24/09/2021
Δ Aspect a render for the bridge concept for Council Report and Community Consultation
Δ RFI's 5 & 6 issued for proponents' response
Δ North's comparison costing on revised Schematic Design
6
6. REVISED DRWG PRESENTATION & CONCEPT DISCUSSION – 07/10/2021
Meeting to run through new concept design inclusive of bridges with proponents.
7
7. COUNCIL RECEIVED FORMAL ENDORSEMENT OF BRIDGE DESIGN – 26/10/2021
Council received formal endorsement of new proposed bridge design.
8
8. WORKSHOP 4 – 04/11/2021
Expectations of RFT submissions and the revised 70% design from the architects. Proponents were granted additional time to complete the RFT to enable more accurate pricing. During post meeting discussions, it was evident that the design team had not placed the appropriate level of consideration into the 70% design
9
9. REQUEST FOR TENDER – 15/11/2021
Procurement Documentation completed and submission of Tender documentation from Aspect. Pricing exceeds previous estimates by more than [redacted] Program delays as a result of additional design work required.
10
10. SECOND COUNCIL REPORT – 14/12/2021
Report informing Council on pricing received for GMP's for additional funding consideration.
11
11. NOTIFY PREFERRED PROPONENT – 18/01/2022
[redacted] were identified as the preferred contractor winning marginally by 0.4. Notification is pending and will be completed by CoM procurement team on the above date.
12
12. NEXT STEPS
Δ 90% Design Development - 19/01/2022
Δ Engagement of Bridge Designer - 01/02/2022
Δ 100% Design Development - 21/02/2022
Δ Final Price - 01/03/2022
Δ Issuing of Council Report - 22/03/2022
Δ Contract Award - 09/03/2022
Δ Construction Commencement -
FEB 2022

Appendix B: Risk Register - Boardwalk

RISK REGISTER

Project: Coastal Walkway Cell 5 & 6 - Boardwalk
Version: V1

ITEM	IDENTIFIED RISK	RISK DESCRIPTION	CURRENT RISK			MITIGATION METHOD & CONTROLS	RESIDUAL RISK		
			LIKELIHOOD	CONSEQUENCE	RATING		LIKELIHOOD	CONSEQUENCE	EXPOSURE
1	Risk of personnel falling during maintenance and inspection post construction	Unsafe access for maintenance personnel to undertake inspections and ongoing maintenance for boardwalk in gullies	4	5	20	Consideration of materials to be adopted - prioritise selection of highly durable, low maintenance materials. Installation of safe access system / static line down gully batters (adjacent structure).	3	5	15
2	Geotechnical Investigation	Geotechnical Investigation requires pegs to be placed at multiple points within steep gullies. Significant Cost to project to project for investigations required to inform the 100% design.	5	3	15	Adoption of a bridge structure in lieu of boardwalk, would reduced the need for geotechnical investigations within these steep gullies.	3	2	6
3	Rock Anchor Foundations	Over 100 rock anchors are required to be founded in unstable surfaces within steep gullies for the boardwalk construction. This presents a safety hazard for personnel falling and a significantly high cost.	4	5	20	• Extensive and costly site investigations required to understand complexities of terrain. • Adopting bridge in lieu of boardwalk, would require signicantly less Rock Anchor foundations	2	3	6
4	Boardwalk vertical and horizontal alignment flexibility	Boardwalk requires flexibility in structural design to allow for slight variances in installation location due to the difficulty in founding structures in steep unstable terrain. This is a risk to staging and can result in program delays.	3	4	12	Prioritise horizontal / vertical alignment design at front end of project. Submit proposed alignment as a 'stand alone' design element for approval and sign off from Council to ensure design works / design program can be progressed without delay.	2	3	6
5	Construction access constraints – effect on design outcomes	Safe access within the steep gullies for conventional construction plant and equipment is not possible. This gives rise to the risk of Personnel falling and plant rollover.	3	5	15	• Constructability assessment will be a key factor in defining the final alignment, structural form and materials selection with construction access a key consideration when defining boardwalk type, configuration etc. • A bridge construction within these steep gullies would not require workers to utilise heavy machinery and plant while traversing. • Detailed geotechnical investigation to identify viability of rock anchors using hand-held installation equipment	3	3	9
6	Structure collapse due to gully batter erosion/collapse	The existing gullies have been subject to erosion/slips and will remain so post-construction. Significant erosion could undermine foundations / impact boardwalk structure.	3	5	15	Investigate viability of 50m span bridge spanning both gullies, limiting the extent of boardwalk rock footings to be constructed within the gulley batters.	3	3	9
7	Working at height within Gullies	Personnel falling from heights during construction of boardwalks	3	5	15	Establish fall prevention system, likley involving a static-line system, fixed via rock anchors, and extending down the gully faces. All personnel to wear harness and connect to static line. Option to leave static line in place for maintenance/ inspection personnel 'post-construction'.	2	4	8
8	Plant Rollover	Materials, Plant and Equipment falling/rollover during construction of at-grade paths, steps and boardwalks.	3	5	15	Utilisation of primarily 'tracked' plant, with experienced operators. Construction access to established at commencement of site works - with access widths to reflect planned plant / equipment requirements. Batter/ bench slopes to minimise extent of crossfall and subsequent risk of rollover.	2	5	10
9	Manual Handling with limited opportunity for mechnical assistance	Personnel injuries associated with carrying heavy equipment and materials down steep batters (falling, tripping, back injuries, muscle injuries).	3	5	15	• Identify opportunities to prefabricate boardwalk elements and lift into position using helicopter • Stage boardwalk construction to allow materials to be transported on completed sections (ie:commencing, and completing in sections, boardwalk superstructure construction from the top, working to the bottom) • Adopting bridge in lieu of boardwalk in steep gullies to reduce the need for carrying heavy machinery down the batter	2	4	8
10	Impact on flora and fauna	Damage to existing flora and fauna in steep gullies during construction of boardwalk	4	3	12	• Establish flora protection zones as required to mitigate risk. • Bridge Construction in steep gulies would prevent damage to flora & fauna – potential to revegetate gullies	2	3	6
11	Durability of boardwalk structure	The harsh coastal environment, together with difficult post-construction access makes maintenance and inspection challenging within steep gullies for Council in the future.	4	3	12	Design Basis Report to developed at the 'front-end' of design defining design life, preferred materials and maintenancy strategy	4	2	8
12	Accessibility for emergency services and general public	The multiple steps within the steep gullies make access to the lower levels of the boardwalk difficult presenting an accessibility and safety issue for emergency services attempting to reach an injured member of public.	3	5	15	Ensure barriers for entry' are checked daily along with all pedestrian management controls. Educate the public on what to do in the event of emergency.	2	5	10
13	Safety in Construction (Inclement Weather & Personnel Safety)	Due to the location of the boardwalk and susceptibility of incurring inclement weather there is a risk to personnel working without harnesses. Strong winds are very likely to impact the works and staff not properly secured have the potential to fall from heights. This will also impact program and cost.	3	5	15	Personnel working at heights to be harnessed at all times regardless of wind level	2	5	10

Appendix C: Risk Register - Bridge

RISK REGISTER

Project: Coastal Walkway Cell 5 & 6 - Bridge
Version: V1

ITEM	IDENTIFIED RISK	RISK DESCRIPTION	CURRENT RISK			MITIGATION METHOD & CONTROLS	RESIDUAL RISK		
			LIKELIHOOD	CONSEQUENCE	RATING		LIKELIHOOD	CONSEQUENCE	EXPOSURE
1	Risk of personnel falling during maintenance and inspection post construction	Maintenance personnel falling from heights during inspections and ongoing maintenance for boardwalk and bridge	2	5	10	The bridges across both gullies create more opportunities for easy to access harness points and minimise the frequency for maintenance staff to traverse steep terrain.	1	5	5
2	Geotechnical Investigation	Geotechnical Investigations will need to occur at several points within the gullies resulting in a cost impact to the project.	3	4	12	The adoption of the bridge structure in lieu of boardwalk reduces the number of survey points required within the steep gullies.	2	2	4
3	Rock Anchor Foundations	Rock anchors are required to be founded in unstable surfaces within the gullies for the boardwalk and bridge construction. This presents a safety hazard for personnel falling could result in a higher cost.	2	5	10	• Extensive site investigations required to understand complexities of terrain. • Signicantly less Rock Anchor foundations to the steep embankments are required through adopting bridge in lieu of boardwalk.	2	3	6
4	Working at height	Personnel falling from heights during construction of boardwalks and bridges.	2	5	10	Establish fall prevention system, likley involving a static-line system, fixed via rock anchors, and extending down the gully faces. All personnel to wear harness and connect to static line. Option to leave static line in place for maintenance/ inspection personnel 'post-construction'.	1	4	4
5	Potential for Bridge to bounce under loads	Potential for bridge to 'bounce' under pedestrian traffic loads (including runners)	2	3	6	Engagement of specialist bridge consultant to assist in assessing and minimising bridge load impacts.	2	2	4
6	Potential for Bridge to sway	Potential for bridge to sway / vibrate under wind loads. Risk of people falling off or apprehension to use.	2	3	6	Engagement of bridge engineer to assess vibration and wind load capacity of bridge design to minimise impacts	2	2	4
7	Structure collapse due to gully batter erosion/collapse	The existing gullies have been subject to erosion/slips and will remain so post-construction. Significant erosion could undermine foundations and impact boardwalk and bridge structure.	2	4	8	• Due to the addition of the 50m bridge spanning both gullies, there are limited rock footings in the steep gullies, minimising the impact of gully batter erosion/collapse. • Preliminary load testing completed to inform alignment and ensure that the structure is founded on safe durable ground	2	3	6
8	Manual Handling with limited opportunity for mechnical assistance	Personnel injuries associated with carrying heavy equipment and materials down steep batters (falling, tripping, back injuries, muscle injuries).	2	5	10	• Identify opportunities to prefabricate boardwalk elements and lift into position using helicopter • Stage boardwalk construction to allow materials to be transported on completed sections (ie:commencing, and completing in sections, boardwalk superstructure construction from the top, working to the bottom) • Adopting bridge in lieu of boardwalk minimises the need for handheld heavy machinery within steep gullies.	2	3	6
9	Impact on flora and fauna	Damage to existing flora and fauna in steep gullies during construction of boardwalk and bridge	2	4	8	• Establish flora protection zones as required to mitigate risk. • Bridge Construction in steep gulies prevents damage to flora & fauna • The footprint compared to the exisitng boardwalk has been reduced providing the opportunity to revegetate gullies	2	3	6
10	Materials, Plant and Equipment falling/rollover	Materials, Plant and Equipment falling/rollover during construction of at-grade paths, steps and boardwalks.	2	4	8	Utilisation of primarily 'tracked' plant, with experienced operators. Construction access to established at commencement of site works - with access widths to reflect planned plant / equipment requirements. Batter/ bench slopes to minimise extent of crossfall and subsequent risk of rollover.	2	3	6
11	Accessibility for emergency services and general public	The multiple steps within the gullies makes access to sections of boardwalk difficult presenting an accessibility and safety issue for emergency services attempting to reach an injured member of public.	2	5	10	Ensure barriers for entry' are checked daily along with all pedestrian management controls. Educate the public on what to do in the event of emergency.	2	4	8
12	Construction access constraints – Personnel Falling and Plant Rollover	Safe access within the steep gullies for conventional construction plant and equipment is not possible. This gives rise to the risk of Personnel falling and plant rollover.	3	5	15	• Constructability assessment will be a key factor in defining the final alignment, structural form and materials selection with construction access a key consideration when defining boardwalk type, configuration etc. • Detailed geotechnical investigation to identify viability of rock anchors using hand-held installation equipment • The bridge works do not require workers to utilise heavy machinery and plant while traversing • The alignment will be adjusted to facilitate where possible.	3	3	9

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18.4 Coastal Walkway Update

Report Reference GC220308F18.4

Moved Councillor Telfer **Seconded Councillor Masika**

That pursuant to Section 90(2) and (3)(k) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager of the Office of the CEO, Chief Financial Officer, Manager City Activation, Coastal Walkway Coordinator, Unit Manager Governance and Council Support, Executive Officer to the CEO be excluded from the meeting as the Council receives and considers information relating to the Coastal Walkway Update, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to yet to be finalised tender outcomes and commercial expenditure.

Carried Unanimously

7.54pm the meeting went into confidence.

Moved Councillor Crossland **Seconded Councillor Gard**

That Council:

1. Notes design development of the suspension bridges for Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully)
2. Notes a further report will be received at General Council 22 March 2022 to consider the final construction plans, final fixed price and construction program.

Carried Unanimously

Moved Councillor Veliskou **Seconded Councillor Crossland**

1. In accordance with Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the financial figures and names of tendering parties within attachment 1 to the report, *Coastal Walkway Update*, having been considered in confidence under Section 90(2) and (3)(k) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential and not available for public inspection until a construction contract has been executed. At this time the information will be released in its entirety. If not released prior, this confidentiality order will be reviewed at the General Council Meeting in December 2022.

Carried Unanimously

8.05pm the meeting came out of confidence.

11.3 Coastal Walkway Gullies Report for Construction
Report Reference GC220524F11.3

Moved Councillor Crossland **Seconded Councillor Duncan**

That pursuant to Section 90(2) and (3)(k) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, Acting General Manager City Services, General Manager Corporate Services, Manager of the Office of the Chief Executive, Chief Financial Officer, Manager City Activation, Coordinator Coastal Walkway and Unit Manager Governance and Council Support, be excluded from the meeting as the Council receives and considers information relating to Coastal Walkway Gullies Report for Construction, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to yet to be finalised tender outcomes and commercial expenditure.

Carried Unanimously

7.29pm the meeting went into confidence.

Moved Councillor Crossland **Seconded Councillor Duncan**

That Council:

1. Endorses the Section 48 Prudential Report for the Coastal Walkway Gullies (Segments 5 and 6).
2. Endorses the final design and tendered construction costs for Coastal Walkway Gullies Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully).
3. Allocates additional funding of $4.57 million for Coastal Walkway Gullies Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) in the 2022/23 Annual Business Plan, comprising $4.10 million already included in the draft 2022/23 Annual Business Plan and an additional $0.47 million.
4. Authorises the Chief Executive Officer to award the construction contract for Coastal Walkway Gullies Segment 5 (Grey Road Gully) and Segment 6 (Kurnabinna Gully) to the preferred contractor.
5. Endorses that a project update flyer be sent to stakeholders advising of the design solution, rationale behind the solution, the incorporation of stakeholder feedback, and the next steps for the project.

DECISION TO PROCEED

Carried

Councillor Hull called a Division
Those for: Councillors Veliskou, Masika, Clancy, Prior, Telfer, Hutchinson, Shilling, Duncan and Crossland
Those against: Councillor Hull

Carried

Moved Councillor Crossland **Seconded Councillor Duncan**

In accordance with Section 91(7) and (9) of the *Local Government Act 1999*, orders that the attachments to this report, *Coastal Walkway Gullies Report for Construction*, having been considered in confidence under Section 90(2) and (3)(k) of the Act, except when required to effect or comply with Council's resolution(s) regarding this matter, be kept confidential and not available for public inspection until a construction contract has been executed. At this time the information will be released in its entirety. This confidentiality order will be reviewed at the General Council Meeting in December 2022.

Carried Unanimously

7.47pm the meeting came out of confidence.

Felice D'Agostino

From: [redacted]
Sent: Thursday, 16 March 2023 1:16 PM
To: Felice D'Agostino
Subject: Re: URGENT: What has been said already to Politicians and the City of Marion. Regarding the Coastal Walkway at Hallett Cove.

DOCID: 2295921

Thank you Felice.

You will need to take comfortable footwear of a trail/exercise/running shoe nature so you can walk around the site.
I will send you 3 current photos for your information via sms if that is okay please.
They are of the lower part of the path leading to the rock beach.
The access we had down the cliff pre-dated the coastal walkway and was prefectly accessible to us locals, (prior to us moving there in 1978).

Kind regards,

[redacted]

From: Felice D'Agostino <FDAgostino@normans.com.au>
Sent: 16 March 2023 11:19
To: [redacted]
Subject: Re: URGENT: What has been said already to Politicians and the City of Marion. Regarding the Coastal Walkway at Hallett Cove.

Dea[redacted]

Thank you for your email below and telephone message this morning.

I will contact you if I have any queries.

In the meantime I am planning a site visit next week. If you would like to meet with me while I am there please let me know.

Regards
Felice D'Agostino

Sent from my iPhone

Felice D'Agostino
Principal

[https://www.normans.com.au/normansfiles/nwl_new.png]

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On 10 Mar 2023, at 11:13 am, [redacted] wrote:

Dear Ms Felice D'Agostino,

The Council does not respect the rights of the Disabled resident (that is me). [redacted]
The Council does not respect the rights of the Elderly resident (that is my Mum). [redacted]
We were NEVER asked about whether we wanted continuning access to the beach below our house by the Council.
Hypocritcally the council emphasied very heavily the need for access of lesser abled people across the Gully driving their need for a bridge.
They were not transparent about limiting cost which will likely blow out to $10 million. 5 times greater than the oringinal estmate of $2 million.
I do have ASD. It is not a joke or a fiction or a mild comedic impairment.
I do have very real issues.
There is no other solution or compromise without the Council implementing<https://www.google.com/search?client=firefox-b-d&sxsrf=AJOqlzW5D0w1PQgKNeJKRuK1oFxoqpnehw:1678403575419&q=implementing&spell=1&sa=X&ved=2ahUKEwiN_JvH_M_9AhWI8DgGHXYbBq8QkeECKAB6BAgIEAE> the Bridge directly as requested.
For many many years we have dealt with much tresspassing of people and dogs (and the death of a beloved cat from the the attack of a dog on our property upon this cat.)
I have been down the Grand Canyon twice and the Bryce Canyon once. Access to the rocky escarpment and beach below the house is precious to me.
I have been quite limited in movement and with chronic pain since 2014 by the need for a total knee replacement, which only happened late last year.

The Attachment written with the assistance of DILA was done prior to the access to the plans been given to us in December last year.

I have attached previous details below the letter.

Kind regards,
[redacted]

Previous correspondence:

"In my previous email, I stated,"It really feels like the last straw in a long drawn-out series of frustrations and issues with Government.
Whether it is the LOCAL MARION COUNCIL who want to close our Beach Access at Kurnabinna Gully."

Amanda helped with a petition to keep the Coastal Walkway open, but I continue to very upset over the lack of consultation from the Marion Council from us in the first place, denial and dismissal of our concerns, published publically, but the Marion Council did meet with other locals on Boonga Street in November/December 2021 and the Bridge Height was lowered. (Mum and I are not, I stress, over the building of the bridge/walkway), but over their proposed implimentation of the Walkway close to our house (and very hazardous driveway), not following the exisiting pathway and importantly (and devastingly) the removal of the Communities access to the Beach below our

house. They only bothered to show Mum and I the actual plans in December 2022. We live right on the numb of the Kurnabinna Gully Bridge (South end).

Kind regards,

[redacted]

"Additional: Mum has EXTREME concerns about the path being realigned along The Esplanade.
She believes this is the most important aspect after reviewing the plans.
It is not acceptable from a safety point of view. (we discussed this).
So please keep the coastal path following along the cliff-edge it currently follows on The Esplanade, [I refer to the coastal path near our house.]
We think local people concerns have not figured prominently enough in the development with emphasis on birds and cost, disguised as environmental concern.
My neighbours would also likely prefer the path to follow the cliff line.
(personal aspect I also only now remembered: I hope not to hear of Councillor Ian Crossland question, [which he did do in the meeting] the safety or capability of Mum or my driving as he did in the meeting in the Council, or I will raise a complaint.)

It really MUST follow the same path that exists now.
The idea of putting a fence does not stop people, children and their dogs mixing with the traffic on the road.
It also means that the neighbours will be aggrieved over the new infrastructure blocking their view.
Bringing the path closer to our property raises Mum's security concerns greatly as well.
The agitation and threat this development has brought upon Mum and I is great and will not be tolerated if our wishes are not respected.

Kind regards,

[redacted]

"Recently, while in Rehabilition, I had experience again of PTSD issues, so the DISABILITY issues I have are very real and present and ongoing, and need to be taken into consideration in there NOT being any outlook or viewing platform in front of our house.
I am easily frightened, scared or startled when people come into close proximity of me.
It seriously scares the _ _ _ _ out of me.
So, NO to the building of this infrastructure near our garden or house. It will deeply affect me and my ability to have privacy. Where I reside.

Obviously this information needs to be treated with Discretion and Privacy, unlike how Mum and I have been previously treated.
I also did not like how out the Marion Community Engagement, that you and your cohort seemed to treat me like a mental case and were all around me like I was a batter at a cricket match with many people from the council crowded around me.
For the whole of the meeting. It was very insulting and deserves a complaint in itself.

Kind regards,

[redacted]

"

Dear Honourable Lee Odenwalder MP,

Duty Member for Black.

My name is [redacted]

I am legitimately representing the concerns of myself and my elderly mother, (who has given up, because the Marion Council and previous [and current]MP David Speirs has been underwhelming in representing or respecting our interests).

Our 3 main concerns regarding the Marion Coastal walkway are as follows:

1 Closure of access to the Beach below our house, something we have had and enjoyed since 1978.

Access to the beach should still granted and given in any change to the walkway plan.

2 No structure should be built in front of our house regardless of scope: (lookout point/ gathering point /viewing post).

3 No realignment of the walkway along "The Esplanade roadway" increasing the potential of people and animal traffic along a narrow road with poor access for our property when reversing.

Kind regards,

[redacted]

[redacted]

<[redacted] Statement of Issues.pdf>

Felice D'Agostino

From: [redacted]
Sent: Wednesday, 29 March 2023 12:53 AM
To: Felice D'Agostino
Cc: Amanda Rishworth MP; elizabeth@parliament.sa.gov.au; premier@sa.gov.au; Bill.Shorten.MP@aph.gov.au
Subject: Hallett Cove Boardwalk (Marion Coastal Walking Trail) Walkway (possibly worth $10 million for the project). Direct Impacts.

Importance: High

Dear Ms Felice D'Agostino,

Here are some emails that were sent prior to your Consultation and forthcoming section 270 Grievance review report.
I hope your report respects the truth and honesty of our statements when you met with us last Thursday 23 of March 2023.

I have also **COMPLETELY run out of funds from the NDIS** as of today 28/03/2023 and will be **without those supports for probably the next month or longer.**
I also am trying as best as possible trying to do feedback for the **DVSRC** following a rejection of acceptance into Jamie Larcombe House.

So I hope you understand the psychological distress and unhappiness that situation has put upon both my Mother and myself, for an extreme period of time.
Direct Beach Access from our house at our location is an **imperative** to me. (and many in our community).

The problems of dealing with the impacts from the low-grade industrial from the bulldozers noise from across the Gully were already impacting me today, with the Marion Council not having advised until tomorrow relocation arrangements for me. I do feel the Council ought to also consider offering my Mother (83 years old) some kind of assistance/relocation when and if she desires it, considering our extreme closeness to the development.
This is extremely NOT ideal.

Kind regards,
[redacted]

To:

admin@opi.sa.gov.au

Subject: Urgent feedback on this Coastal Bridges Hallett Cove letter (latest version)...

Hallett Cove Coastal Walk/way/Boardwalk (Marion Coastal Walking Trail) - Bridge Proposal and Beach Access Closure

---

Dear Councillor XXXXXX,

This is a DRAFT version of a letter I am seeking to send out.
I can not access legal advice in relation to the Council's 270 complaint process.
We are supposed to have a meeting in relation to this in a matter of weeks.
The Mayor is a solicitor and Cr. Crossland is a policeman, so we (Mum and I), do feel intimidated.
We believe and have been told that you have some sympathies in relation to the Bridges issue and if you can point us in the direction of either advice or other process, we would be extremely grateful.

Kind regards,
[redacted]

The Letter...

First, I want to make it clear that My Mother and I are not against the building of bridges on the Coastal Walkway to enable access along the paths. What we are opposed is the COST to do it and the planning aspects. We are also opposed to a lookout being built in-front of Mum's house and removal of Beach Access at Kurnabinna Gully, (where we live).

The recent decision by the Marion Council in relation to the building of the bridges on the Coastal Walkaway has all the smell of selfish and rotten behaviour. (Hereafter referred to as "the Council"). The Council have acted selfishly and with contempt through [redacted] He is [redacted] for Marion Council.

The power for the planning entirely rests with the Council. This has been confirmed by the present State Labor Government.

The corruption of the decision is shown in the lack of accountability the Council has taken in making this decision. [redacted]

Mum and I also sought deputation to the Council meeting when the decision was to be made, but was refused on the basis we had been heard through the sham electronic consultation process. So, no resident opposed to the bridges [and directly affected by the decision] (as planned at the time), was allowed/permitted to voice their concerns publicly through the public voice of the process-making meeting. But at the same time the Council did publish our **private** consultation feedback, **along with our names and addresses and phone numbers** on the Council website, along with everyone else who took part, so any personal aspects were Publicly aired, and no privacy was observed with that very sensitive information.

<u>At no time has the Council admitted to any errors, made any public or private apology or advised to any ratepayer that they could have done better or done the correct thing etc,.</u>
As per my previous letter dated 11 November 2021 I said
"The Mayor Kris Hanna said on ABC Radio Adelaide that only "10 to 20 homes are affected by the walkway bridges proposal." Also, during the Council Meeting, Cr. Ian Crossland said words to the effect of "Council actually does not need to consider the resident feedback from the consultation." (or **"we can ignore it"** may have been his words). It may not come out clearly in recorded minutes, but the audio recording, live streamed, was heard by all the residents listening live on the Zoom that Tuesday Night

(26/10/2021) of the meeting. [The] Residents felt hostile, irate and betrayed over this response. [redacted]

So, the Council consultation process, while real, is a sham process and results to consult the actual local community could actually be just ignored by the Council, as long as the Council did the process, as per Cr. Crosslands statement in camera.
Because the Council holds all the planning power and does not want to share any power or meaningfully consider what the actual local ratepayers want, the Council can make any decision it wants and justify it via three old excuses: "the wider community want this or will benefit from this" and "we have listened to you" and finally "this is what the experts advise, so you can't know better and don't know better [and really, your views don't actually count.]"

The people that will live with the decision long after the Council has gone are the local residents. There is no accountability when your views are "heard", but not actually considered. [redacted] and that alone smells like a very selfish and unfair process. I call that corruption. The appearance and perception matter as much as the action and decision making.

Further the removal of beach access which is a definite for ALL the local residents. The Council has had this hanging over our heads for over a year. Then at the last introduction of candidates for local Council at the Marino Community Cafe Event, when questioned over the removal of beach access for the Bridges Cr. Crossland said in front the of Mayor and the community, "No there won't."

So the Council will use money it does not have ($9 million, while being short just under $5 million), for a very corrupt smelling, unsatisfactory process, remove beach access at one Gully and give a hearty [and grossly insulting] plaintive statement, "we have heard you to residents."

When will we, residents and ratepayers get proper answers to our questions and accountability from the Marion Council, from the Ombudsman, State Government or the Privacy Commissioner.

P.S. We are yet to go through a "270" complaint process, but are unable to get legal advice, because no low-cost community based legal advice firm advises in relation to "Councils".

Kind regards,

[redacted]

Previous Email to Kate McKenzie:

Kate McKenzie

Margaret Wheeler

Additional: Mum has EXTREME concerns about the path being realigned along The Esplanade.
She believes this is the most important aspect after reviewing the plans.
It is not acceptable from a safety point of view. (we discussed this).

So please keep the coastal path following along the cliff-edge it currently follows on The Esplanade, [I refer to the coastal path near our house.]
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(personal aspect I also only now remembered: [redacted]

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Bringing the path closer to our property raises Mum's security concerns greatly as well.
The agitation and threat this development has brought upon Mum and I is great and will not be tolerated if our wishes are not respected.

Kind regards,

[redacted]

Felice D'Agostino

From: [redacted]
Sent: Friday, 14 April 2023 2:32 PM
To: Felice D'Agostino
Cc: Robert (Bob) Dittmar; elizabeth@parliament.sa.gov.au; Kate McKenzie
Subject: Fw: Hallett Cove Boardwalk (Marion Coastal Walking Trail) Walkway (possibly worth $10 million for the project). Direct Impacts.

Importance: High

Dear Ms Felice D'Agostino,

I am enquiring into the progress of your 270 Grievance review report for the City of Marion, which has been requested/been with your firm since January (2023) this year .

I filed a recent request to you on the 29 th of March 2023.

We (my Mother and I), continue to have, experience and deal with, low grade industrial noise, bull dozer noise and drilling noise, continuing on an ongoing basis from across the gully.

It really is a priority now that we get some answers please to our grievance.

The NDIS/NDIA is a very slow moving situation that moves as quickly as it can, but I continue to be without any supports from any (or my usual) support worker.
I do understand that these aspects are beyond your perview, but the increased stress is an extreme anxiety, agitiation and noise that weighs upon me and Mum is a direct impact from the City of Marion.

Though, not at all linked, (and not a reason to see this in any other light than me, giving you information), she did go to Noarlunga Hospital Emergency Department overnight, last week due to her not feeling well.

Please assist us with relief and the report, as soon as possible please.

Kind regards,

[redacted]

[redacted]

From: [redacted]
Sent: 29 March 2023 00:53
To: Felice D'Agostino <FDAgostino@normans.com.au>
Cc: Amanda Rishworth MP <Amanda.Rishworth.MP@aph.gov.au>; elizabeth@parliament.sa.gov.au <elizabeth@parliament.sa.gov.au>; premier@sa.gov.au <premier@sa.gov.au>; Bill.Shorten.MP@aph.gov.au <Bill.Shorten.MP@aph.gov.au>
Subject: Hallett Cove Boardwalk (Marion Coastal Walking Trail) Walkway (possibly worth $10 million for the project). Direct Impacts.

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I hope your report respects the truth and honesty of our statements when you met with us last Thursday 23 of March 2023.

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This is extremely NOT ideal.

Kind regards,
[redacted]

To:

admin@opi.sa.gov.au

Subject: Urgent feedback on this Coastal Bridges Hallett Cove letter (latest version)...

Hallett Cove Coastal Walk/way/Boardwalk (Marion Coastal Walking Trail) - Bridge Proposal and Beach Access Closure

Dear Councillor XXXXXX,

This is a DRAFT version of a letter I am seeking to send out.
I can not access legal advice in relation to the Council's 270 complaint process.
We are supposed to have a meeting in relation to this in a matter of weeks.
The Mayor is a solicitor and Cr. Crossland is a policeman, so we (Mum and I), do feel intimidated.
We believe and have been told that you have some sympathies in relation to the Bridges issue and if you can point us in the direction of either advice or other process, we would be extremely grateful.

Kind regards,
[redacted]

The Letter...

First, I want to make it clear that My Mother and I are not against the building of bridges on the Coastal Walkway to enable access along the paths. What we are opposed is the COST to do it and the planning aspects. We are also opposed to a lookout being built in-front of Mum's house and removal of Beach Access at Kurnabinna Gully, (where we live).

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The power for the planning entirely rests with the Council. This has been confirmed by the present State Labor Government.

The corruption of the decision is shown in the lack of accountability the Council has taken in making this decision [redacted]

Mum and I also sought deputation to the Council meeting when the decision was to be made, but was refused on the basis we had been heard through the sham electronic consultation process. So, no resident opposed to the bridges [and directly affected by the decision] (as planned at the time), was allowed/permitted to voice their concerns publicly through the public voice of the process-making meeting. But at the same time the Council did publish our **private** consultation feedback, **along with our names and addresses and phone numbers** on the Council website, along with everyone else who took part, so any personal aspects were Publicly aired, and no privacy was observed with that very sensitive information.

<u>At no time has the Council admitted to any errors, made any public or private apology or advised to any ratepayer that they could have done better or done the correct thing etc,.</u>
As per my previous letter dated 11 November 2021 I said
"The Mayor Kris Hanna said on ABC Radio Adelaide that only "10 to 20 homes are affected by the walkway bridges proposal." Also, during the Council Meeting, Cr. Ian Crossland said words to the effect of "Council actually does not need to consider the resident feedback from the consultation." (or **"we can ignore it"** may have been his words). It may not come out clearly in recorded minutes, but the audio recording, live streamed, was heard by all the residents listening live on the Zoom that Tuesday Night (26/10/2021) of the meeting. [The] Residents felt hostile, irate and betrayed over this response." Cr. Ian Crossland also appeared to record a [heated] meeting between some local ratepayers and the Mayor and other Councillors, without seeking permission on his mobile phone at the Council Library at Hallett Cove.

So, the Council consultation process, while real, is a sham process and results to consult the actual local community could actually be just ignored by the Council, as long as the Council did the process, as per Cr. Crosslands statement in camera.
Because the Council holds all the planning power and does not want to share any power or meaningfully consider what the actual local ratepayers want, the Council can make any decision it wants and justify it via three old excuses: "the wider community want this or will benefit from this" and "we have listened to you" and finally "this is what the experts advise, so you can't know better and don't know better [and really, your views don't actually count.]"

The people that will live with the decision long after the Council has gone are the local residents. There is no accountability when your views are "heard", but not actually considered. [redacted] and that alone smells like a very selfish and unfair process. I call that corruption. The appearance and perception matter as much as the action and decision making.

Further the removal of beach access which is a definite for ALL the local residents. The Council has had this hanging over our heads for over a year. Then at the last introduction of candidates for local Council at the Marino Community Cafe Event, when questioned over the removal of beach access for the Bridges Cr. Crossland said in front the of Mayor and the community, "No there won't."

So the Council will use money it does not have ($9 million, while being short just under $5 million), for a very corrupt smelling, unsatisfactory process, remove beach access at one Gully and give a hearty [and grossly insulting] plaintive statement, "we have heard you to residents."

When will we, residents and ratepayers get proper answers to our questions and accountability from the Marion Council, from the Ombudsman, State Government or the Privacy Commissioner.

P.S. We are yet to go through a "270" complaint process, but are unable to get legal advice, because no low-cost community based legal advice firm advises in relation to "Councils".

Kind regards,

[redacted]

Previous Email to Kate McKenzie:

Kate McKenzie

Margaret Wheeler

Additional: Mum has EXTREME concerns about the path being realigned along The Esplanade.
She believes this is the most important aspect after reviewing the plans.
It is not acceptable from a safety point of view. (we discussed this).
So please keep the coastal path following along the cliff-edge it currently follows on The Esplanade, [I refer to the coastal path near our house.]
We think local people concerns have not figured prominently enough in the development with emphasis on birds and cost, disguised as environmental concern.

My neighbours would also likely prefer the path to follow the cliff line.
(personal aspect I also only now remembered: I hope not to hear of Councillor Ian Crossland question, [which he did do in the meeting] the safety or capability of Mum or my driving as he did in the meeting in the Council, or I will raise a complaint.)

It really MUST follow the same path that exists now.
The idea of putting a fence does not stop people, children and their dogs mixing with the traffic on the road.
It also means that the neighbours will be aggrieved over the new infrastructure blocking their view.
Bringing the path closer to our property raises Mum's security concerns greatly as well.
The agitation and threat this development has brought upon Mum and I is great and will not be tolerated if our wishes are not respected.

Kind regards,

[redacted]

From: [redacted]
Sent: Monday, 17 July 2023 6:07 PM
To: Felice D'Agostino <FDAgostino@normans.com.au>
Subject: Fw: Response to Norman Waterhouse Report on the Coastal Walkway from Resident [redacted] Our Ref: 2023/03594 for the Ombudsman)

From: [redacted]
Sent: 17 July 2023 17:59
Subject: Response to Norman Waterhouse Report on the Coastal Walkway from Resident [redacted]
(Our Ref: 2023/03594 for the Ombudsman)

Dear Ms D'Agostino and the Councillors of the Corporation of the City of Marion and the public at large,
I am responding to the Norman Waterhouse Report on the Coastal Walkway. I would like to raise awareness, in relation to past trespass events and my ongoing disabilities and medical issues. How I will be negatively affected, and my health severely impacted by the current design of the development next to our property at [redacted].

To support my statements, I have supplied new professional medical evidence, (delivered to Council on 12 July 2023) that supports this. My Certified, Professional Medical Evidence comes from my General Practitioner, Dr Richard

Johns, my Clinical Psychologist, Dr Samantha Angelakis and my Clinical Psychiatrist, Dr Barry Rowe. I am happy and willing to make all this public to show that my concerns are genuine and are not of a fictitious or fanciful nature. I and my family have already been exposed publicly by the previous publication by the Council of my concerns, which has not been apologised for. I do not believe that further public exposure will do any more damage than has already been done by the Council previously.

The effect of the development will be on an ongoing permanent basis and detrimental to my long-term health and stability and my ability to have public engagement in the Community and successfully participate in the Community.

The Community Engagement process has lacked engagement with people with disabilities.

The cause of complaint is not just for me, but for all people with disabilities of a sensitive nature.

The building of public infrastructure nearby, close to, for whom are in particular, are affected by nearby development, such that their enjoyment of their amenity and peaceful habitation of their living space and surrounds of their dwelling is reduced by development.

I understand that in terms of my privacy and the disturbance of my peace of mind and concerns over trespass that fundamentally and I respectfully request that there is no seated bench at the end of the road and that there is not a realignment to the roadside of the existing path that currently travels next to the cliff line. Additionally, I have safety concerns over the difficult reversing of the car we face when exiting the property and any spillover of people and animals of a co-located Coastal Walkway alongside this roadway, near our house.

I understand that there is less strength in my argument and consideration to the ongoing access to the rock beach from directly below the house despite arthritic issues and future medical concerns. I will provide a future medical certificate that relates to my ongoing arthritis issues.

I have supplied multiple levels of certified medical evidence in a variety of formats which is yet to be formally considered. My previous concerns have all of which have been ignored, passed over or argued by the Council as insignificant. Or

barriers falsely put up around expense, the environment or perceived public safety issues.

I have exhaustively used the Legal Services Commission and tried community legal resources to assist me. But as it has been all at a fairly primitive level, it is inadequate to the task of properly formulating a response. I have complained to both the Ombudsman and other agencies. I have sought and not received any assistance from the Department of Veteran Affairs or the National Disability Insurance Agency or any supports or proper advocacy from my Support Workers at Growth Odyssey. I am not of a financial enough person to afford over $500 an hour consultation with a lawyer as has been offered.

It is my earnest-well desire that my request be properly understood, listened to and respected and diligently considered and be made a matter of public record. I want my private professional medical certificates to actually be made public so that there is no doubt about them. I do want the Councillors of the Council to be able to see them and read them, if they are all in any doubt over the authenticity of them.

The only thing lacking has been my ability to get a specific road traffic engineer to analyse the problem of our driveway versus the danger to the public of interaction with our vehicles, given my disability. This is beyond my scope.

In terms of public safety due to rock fall on and of the beach, there are many places around the world, including the Grand Canyon, Bryce Canyon and many islands of New Zealand and the Pacific, where walking is permitted, without the need for helmets, (**helmets could and should be required and signposted if safety dictates this**), amongst rocky outcrops and ragged cliffs.

Even in high tourists' zones like Yosemite National Park:
"Gediman said the slides were not an unusual occurrence in Yosemite, which sees about 80 rock falls a year, but **most do not cause injuries or deaths.**
Sixteen people have been killed and 100 others injured in rock falls since park records began in 1857. The last fatality was in June 1999, when climber Peter Terbush was killed below Glacier Point." This is a place where presently 3.5 million people visit a year.
Source:https://www.reuters.com/article/us-yosemite-death/man-killed-in-yosemite-rock-fall-was-british-climber-idUSKCN1C32VX

Yosemite rock slides cause another injury, roads re-routed

Yosemite National Park crews have re-routed roads around the base of the towering El Capitan granite formation after a series of at least eight rock falls over two days killed one man and injured two other people, a park spokesman said on Thursday.

www.reuters.com

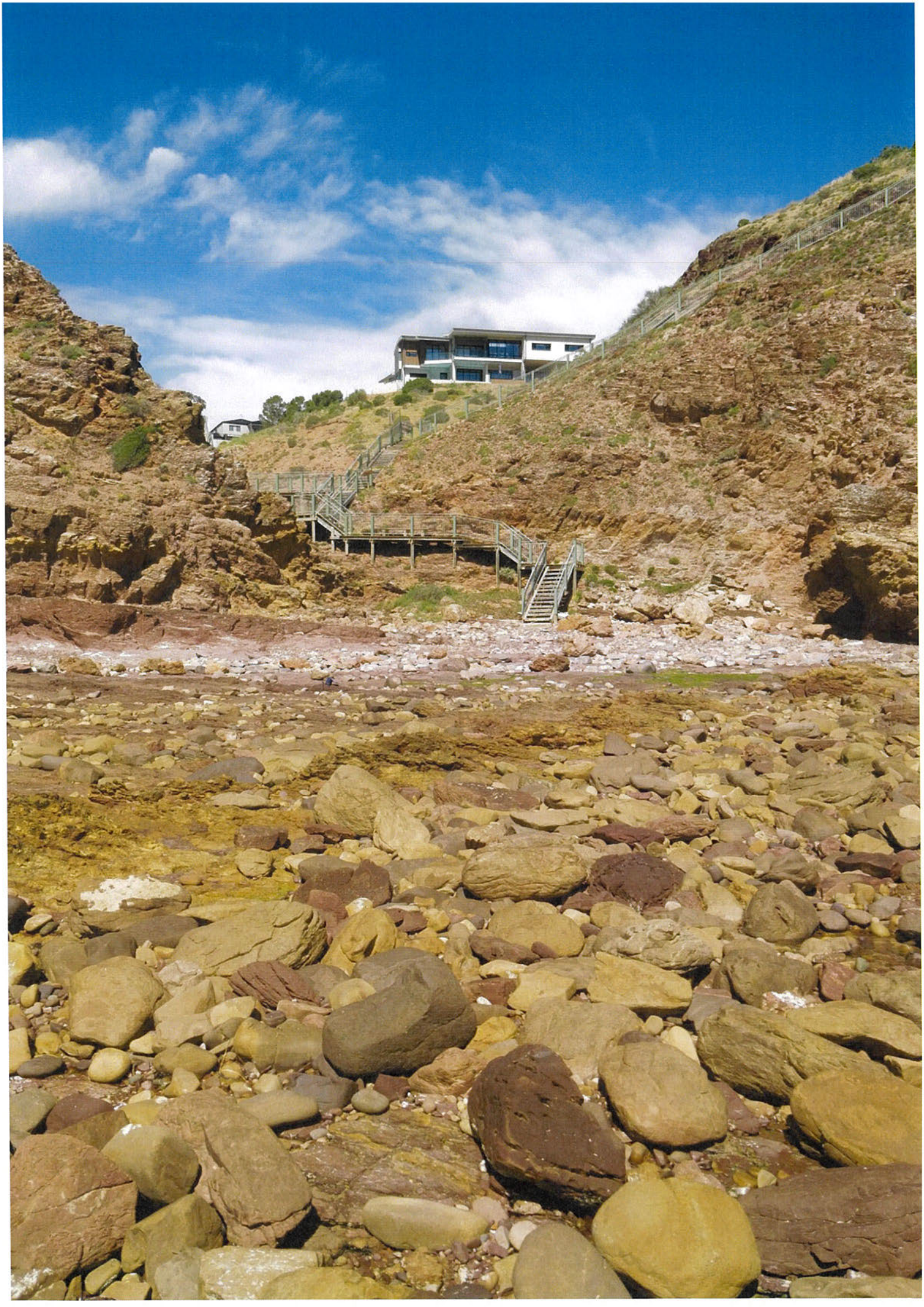
https://www.sciencedirect.com/topics/earth-and-planetary-sciences/rockfall

I am not advising people to rock climb or try to climb up unstable cliffs in the area.

I believe I have the support of my aged Mother in terms of the alignment of the path along, beside the roadway.

Kind regards,

[redacted]



DR BARRY ROWE

FRANZCP, BMBS, BSc (Hons), BPharm
PSYCHIATRIST
PROVIDER NO. 0941828L
EGMONT TERRACE SPECIALISTS' ROOMS

3 EGMONT TCE
HAWTHORN, S.A., 5062

PHONE:(08) 8271 2122
FAX: (08) 8271 2088

28 June 2023

PRIVATE AND CONFIDENTIAL

[redacted]

Dear [redacted]

Please find enclosed a copy of the letter that you asked me to prepare. I trust that it proves to be suitable for your purposes. Please let me know if there is anything that you would like to discuss.

Yours sincerely

Dr Barry Rowe
Consultant Psychiatrist

Encl

DR BARRY ROWE

FRANZCP, BMBS, BSc (Hons), BPharm
PSYCHIATRIST
PROVIDER NO. 0941828L
EGMONT TERRACE SPECIALISTS' ROOMS

3 EGMONT TCE
HAWTHORN, S.A., 5062

PHONE:(08) 8271 2122
FAX: (08) 8271 2088

23 June 2023

PRIVATE AND CONFIDENTIAL

Re: [redacted]
Date of Birth:
Address:

To whom it may concern,

I am a private psychiatrist whom [redacted] consults. I write this letter at [redacted] request.

[redacted] has been consulting me since November 2021, following referral from his general practitioner, Dr Johns. Prior to consulting me, [redacted] was diagnosed with:

- [redacted]

In my opinion, [redacted] is persistently distressed and disabled by his:

- [redacted]
- [redacted]

I advise you that stressors involved in the construction of the Hallett Cove Boardwalk by the Marion Council are aggravating [redacted] I understand that once this structure is complete, many people will then come into close physical proximity with [redacted] in the future. I advise you that these circumstances are more likely than not to significantly, and persistently, aggravate [redacted] in the future as well.

Please contact me if more information is required.

Yours sincerely

Dr Barry Rowe
Consultant Psychiatrist

Kingston Family Clinic
540 Brighton Road
SOUTH BRIGHTON SA 5048
Ph: (08) 8296 5844 Fax: (08) 8296 8411
ABN: 37 088 149 893

07.07.23
rj:drb

City of Marion Council
245 Sturt Road
STURT SA 5047

To Whom It May Concern

Letter of support requested by [redacted]
Concerning Proposed Development of the Coastal Walkway Bridge at Kurnabinna Gully.

[redacted] is a long term patient at this practice and has a range of psychological issues. Not least of all is [redacted] He seeks assistance from a psychologist and a psychiatrist both of whom I believe are also writing to you and I have no doubt they will outline in detail his situation. My contact with [redacted] shows him to be highly anxious and reactive to adverse events. It is clear that he perceives that the proposed development is going to present a raft of difficulties for him and his mother who lives with him at [redacted]

Whilst I understand that Councils make decisions generally believing that they are for the greater good I would urge you to consider [redacted] situation when looking at this development. The influx of pedestrians expected will undoubtedly have quite a substantial affect on [redacted] mental health. [redacted] mental health issues are not trivial and have required hospitalisation this year. As previously stated he has psychological and psychiatric rapport which is highly necessary. He remains on [redacted] as well as a [redacted] to assist with his [redacted] care.

I would hope that you could have an open dialogue with [redacted] and his mother and explore options which will not create such a confronting situation for him.

Yours faithfully,

Dr Richard Johns
M.B.B.S. FRACGP

I certify this to be a true and correct copy of the original document sighted at MARION South Australia on 10.JUL.2023

GRAEME LLOYD HALL, JP No. 17530
A Justice of the Peace for South Australia
14A Nixon St, Marion, SA 5043

PsychMed
Psychologists

North: 1-3 Burman Ave, GILLES PLAINSS 5086
(p) 8281 2499 (f) 8281 2755
South-West: 224 Seacombe Rd SEAVIEW DOWNS 5049
(p) 7444 4260 (f) 7444 427
City-West: Level 1, 198 North Tce, ADELAIDE 5000
(p) 8232 2424 (f) 8232 5277

16/06/2023

STRICTLY CONFIDENTIAL

To whom it may concern,

[redacted]

I am writing as [redacted]reating Clinical Psychologist. I hold the degrees of Bachelor of Psychology (Honours), and Doctor of Philosophy (Clinical Psychology). I am currently registered as a 'Clinical Psychologist' with the Australian Health Practitioner Regulation Agency (AHPRA). My research background and experience are in the treatment of anxiety, posttraumatic stress disorder (PTSD), and depression in adults. During my PhD I conducted a randomised treatment trial in which I treated adults with comorbid PTSD and depression with cognitive processing therapy and behavioural activation. I have further experience in the implementation of mindfulness, dialectical behaviour therapy, exposure, and acceptance and commitment therapy, and sound practice in conducting psychological assessments.

I saw [redacted] for an initial session on 01/02/2017 and he has continued to engage in treatment since then. [redacted]

[redacted]

Formal assessment of [redacted] mood and depressive symptoms using the *Beck Depression Inventory-II (BDI-II)* revealed the presence of symptoms of depression within the *'Severe Depression'* range. Most notably he scored highly in the areas of:

[redacted]

[redacted]

PsychMed
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[redacted]

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Psychologists

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(p) 8232 2424 (f) 8232 5277

[redacted]

Should you wish to discuss any aspect of my involvement in his care please do not hesitate to contact.

Yours Sincerely,

Angelakis

Dr Samantha Angelakis
Bsc, Hons (Psyc), PhD (Clinical Psyc)
Clinical Psychologist
Clinical Co-ordinator PsychMed PTSD Group Program

[redacted]

STATUTORY DECLARATION

I, ...
do solemnly and sincerely declare that this is a true copy of the document received from the issuing authority. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the *Oaths Act 1936*.

Declared at .....
before me
on 21 JUN 2023

City of Marion
245 Sturt Road
Sturt SA 5047
Australia
8375 6600

KEVIN ALEXANDER STACEY J.P. 16259
Justice of the Peace for South Australia

11.3 Business Continuity Management Policy	
Report Reference	GC230725R11.3
Originating Officer	Unit Manager Strategy and Risk – Maddie Frew
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the revised Business Continuity Management Policy, included as attachment 1 to this report.

EXECUTIVE SUMMARY

The Business Continuity Policy is the overarching document that supports the business continuity operations of the Council during an emergency and/or event. The purpose of this Policy is to formalise the City of Marion's commitment to business continuity management and provide assurance to staff and the community, that in the case of a declared event, business operations will resume as soon as practically possible. The changes made to the Business Continuity Management Policy have been minimal.

The Policy was reviewed at the Council Member Forum on 4 July 2023, the following feedback was considered.

- Review of grammar and sentence structure,
- Ensure the policy objective is clear
- Be clear on what the community can expect in the case of an event.

Relevant changes to the Policy have been made and marked in tracked changes.

RECOMMENDATION

That Council:

1. **Adopts the Business Continuity Management Policy.**

ATTACHMENTS

1. Business Continuity Management Policy (1) [**11.3.1** - 4 pages]

Business Continuity Management Policy

1. RATIONALE

The purpose of this Policy is to formalise the City of Marion's commitment to business continuity management and ensure critical services to the community can resume as soon as possible in the event of a crisis/emergency. The City of Marion remains committed to excellence in governance and that ~~, understanding~~ business continuity management is an important component of the broader risk management program ~~to delivering this excellence~~.

2. POLICY STATEMENT

This Policy ~~will outline how City of Marion will formalise its commitment to business continuity management and establish~~ outlines the responsibilities for the application of business continuity management within Council operations and its services to the community. City of Marion Business Continuity Framework has been established with the international standard *ISO 22301:2012 Societal Security Business Continuity Management Systems – requirements and guidance*. This Framework provides guidance for effectively managing disruptive events or situations that may impact on the critical services of the Council. Information relating to business continuity and emergency management can be found on the City of Marion website (www.marion.sa.gov.au)

3. OBJECTIVES

This Policy ~~will~~ aligns with ~~supporting~~ Council's ~~L~~legislative ~~objects~~obligations by ensuring that within the event of an emergency, general business can continue until the emergency is declared ended. The objective of this Policy ~~as follows~~is to:

- ~~To s~~Satisfy all internal and external obligations with regards to continuity of key services.
- ~~To g~~Guide an Incident Management Team to effectively manage a disruptive incident.
- ~~To r~~Regularly undertake a business impact analysis across all Council work areas to gain an understanding of their activities and required supporting resources.
- ~~To d~~Document cost effective business continuity arrangements for time critical activities in order to minimise disruption to critical community services.
- ~~To e~~Enhance the capability of an Incident Management Team structure by undertaking annual exercises and testing business continuity arrangements and documentation.
- ~~To e~~Embed business continuity management in the Council culture and values by undertaking training and awareness raising activities on an ongoing basis.
- ~~To c~~Continually align with the risk management program.

DRAFT

Business Continuity Management Policy

CITY OF MARION

4. POLICY SCOPE AND IMPLEMENTATION

Scope

The scope of business continuity management is to focus on time critical activities and supporting resources to enable continuation and delivery of ~~the~~ key services of the Council during an emergency or crisis.

Implementation

Council has the overall responsibility for risk, setting the organisation's risk appetite, oversight of the organisation's systems for managing risk including approving and reviewing the Council's Business Continuity Management Policy and Framework.

To assist Council in discharging its responsibility in relation to business continuity management, the Council ~~it~~ will seek the views of its Finance, Risk & Audit Committee when establishing and reviewing its Business Continuity Policy, Framework and Plan~~.~~ The responsibilities of the Committee are contained outlined in the Committee's Policy and Terms of Reference. Council has also delegated various powers and functions to the Chief Executive Officer to enable policy and procedures to assist with the management of the Council risk profile. The Chief Executive Officer has overall accountability for an effective risk management program and, therefore, the business continuity management program.

In the situation of an emergency or crisis, the Council Chief Executive Officer is declared the incident commander and will establish the Incident Management Team (IMT) in accordance with the Business Continuity Plan. The Commander and IMT will manage the event until normal business operations resume. Impacts to the community will also be managed via the *City of Marion Community Emergency Management Plan (CEMP)* that focuses on community safety and liaison with other emergency services to resume normal business operations.

Note: The Framework provides further information on the business continuity management roles and responsibilities, with additional practical information held within the Business Continuity Plan.

5. DEFINITIONS

Term	*Definition*
Business Continuity	Capability of the organisation to continue delivery of products or service at acceptable predefined levels following a disruptive incident.
Business Continuity Management	Holistic management process that identifies potential threats to an organisation and the impacts to business operations, if realised, might cause and which provides a framework for building organisational resilience with the capability of an

Business Continuity Management Policy

Term	Definition
	effective response that safeguards the interests of key stakeholders, reputation, brand, and value-creating activities.
Incident	Situation that might be, or could lead to, disruption, loss, emergency, or crisis.

6. ROLES AND RESPONSIBILITIES

Role	Responsibility
Council (including Chief Executive Officer)	• Business continuity management, the Council will seek views of its Finance, Risk & Audit Committee. • Council has delegated various powers and functions to the Chief Executive Officer to enable Policy and procedures to assist with the management of the Council risk profile. • Chief Executive Officer has overall accountability for an effective risk management program, and therefore, the business continuity management program.
Council Administration	• Relevant teams will be required to support ~~the~~ Council operations in the event of the Business Continuity Management Framework / Plan entering effect.
Finance, Risk & Audit Committee	• To ~~inform~~ advise the Council with relevant information regarding ~~the~~ Business Continuity Management ~~of the City of Marion~~ to ensure appropriate ~~.~~ policies, systems and procedures are implemented and maintained to manage risk to operations.

7. REFERENCES

City of Marion

- *City of Marion Risk Management Policy and Framework.*
- *City of Marion Business Continuity Framework.*
- *City of Marion Business Continuity Plan.*
- *City of Marion Community Emergency Management Plan.*
- *City of Marion Finance & Audit Committee Policy and Terms of Reference.*

Other

- *Local Government Act 1999.*

Business Continuity Management Policy

- *ISO 22301:2012 Societal Security – Business Continuity Management Systems – Requirements and Guidance.*

8. REVIEW AND EVALUATION

This Policy will be reviewed once during the term of Council. Review will be initiated by the ~~Governance Unit~~ Office of the Chief Executive Officer ~~in consultation with the Risk Unit~~.

DRAFT

11.4 Unsolicited Proposals Policy	
Report Reference	GC230725R11.4
Originating Officer	Chief Financial Officer – Ray Barnwell
Corporate Manager	Chief Financial Officer - Ray Barnwell
General Manager	General Manager Corporate Services - Angela Allison

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the reviewed Unsolicited Proposals Policy, included as attachment 1 to this report.

EXECUTIVE SUMMARY

This Policy is established pursuant to Section 49 of the Local Government. The purpose of this Policy is to provide confidence to the community and potential proponents that all unsolicited proposals put forward to the City of Marion will be considered in a consistent, transparent, and lawful manner to deliver the highest standard of public value. The review has resulted in the policy being updated to the new template and minor amendments to ensure consistency in language across all policies.

Following consideration of the policy at the Council Member Forum on 4 July 2023 minor amendments have been made to remove duplication and unnecessary detail within the policy in addition to a review of grammar and sentence structure.

RECOMMENDATION

That Council:

1. **Adopts the Unsolicited Proposals Policy.**

ATTACHMENTS

1. Unsolicited Proposals Policy [**11.4.1** - 5 pages]

Unsolicited Proposals Policy

1. RATIONALE

The purpose of this Policy is to provides confidence to the community and potential proponents that all unsolicited proposals put forward to the City of Marion will be considered in a consistent, transparent, and lawful manner to deliver the highest standard of public value.

2. POLICY STATEMENT

The City of Marion has adopted this Policy for the purpose of section 49 of the Local Government Act 1999 (Contracts and Tenders Policies). The City of Marion's underlying principle is that all unsolicited proposals will be considered in accordance with Council's Procurement and Contractor Management Policy, utilising open market competitiveness processes, unless Council determines by resolution that exceptional or unique circumstances exist. If adopted Council will consider whether exclusive negotiation or a period of exclusivity should be entered into, with a proponent of an unsolicited proposal.

3. OBJECTIVES

The Policy will align with supporting Council's Legislative objectives by ensuring it is consistent with the Local Government Act 1999 (Contracts and Tender Policies). The objectives of this Policy are as follows:

- Promoting the development of innovative ideas to support the Councils role and functions, and broad objectives as outlined in its Strategic Plan.
- Ensuring that unsolicited proposals are received and assessed through a transparent and fair process that involves high standards of probity and public accountability.
- Ensuring that the unsolicited proposals process is not used to circumvent the Council's regular procurement processes.
- Ensuring value for money for the Council and the community is achieved from any unsolicited proposal.
- Maximising the benefits from unsolicited proposals for the Council and the community.
- Ensuring the intellectual property of a party submitting an unsolicited proposal is appropriately protected.

DRAFT

Unsolicited Proposals Policy

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This Policy applies to all unsolicited proposals submitted by a proponent to the City of Marion. The City of Marion has the sole discretion as to when and if this Policy applies to a particular proponent, including when an exclusive negotiation or a period of exclusivity will apply.

Implementation

4.1 Unsolicited Proposals:

4.1.1 An unsolicited proposal is a new and innovative proposal which could assist the Council to achieve its strategic objectives or satisfy a community need, which has not been requested by the Council through its regular procurement processes.

4.1.2 An unsolicited proposal may include a proposal for the:

- Purchase, lease, or development of Council owned or managed land.
- Delivery of goods or services to or on behalf of the Council.
- Provision of major capital works projects.
- Provision of infrastructure for the community.

4.1.3 The minimum financial threshold for an unsolicited proposal under this Policy is $500,000.

4.2 Period of Exclusivity as follows:

4.2.1 Council may, at its absolute discretion, enter a period of exclusive negotiation with a proponent. Council recognises that circumstances may arise where it is beneficial to deal exclusively with one party in relation to a particular proposal that has been submitted. These circumstances include where a party's intellectual property should be protected.

4.2.2 The criteria that Council will consider in determining if a period of exclusivity should be entered into are:

- No competing proposals exist:
- Urgency:
- Community Benefit:
- Uniqueness ~~– promoting the development of unique and innovative ideas for the ultimate purpose of increasing public value through jobs creation and more efficient and effective services.~~
- ~~Ensuring an open, transparent, and fair process that involves a high standard of probity and public accountability.~~
- Value for money

~~Value for money unlikely to be matched in an open tender: and capacity and capability of the proponent.~~

4.2.3 During a period of exclusivity, appropriate confidentiality will be maintained and respected, particularly regarding information supplied to Council from a proponent that is confidential.

Unsolicited Proposals Policy

CITY OF MARION

~~4.3~~ Intellectual Property Rights
~~4.3~~

Council acknowledges unsolicited proposals may contain intellectual property of the proponent and/or third parties. If Council declines to consider, or ends its consideration of an unsolicited proposal, and elected to approach the market in relation to the subject matter of the proposal, Council will respect any intellectual property rights of the proponent and/or third parties as legally required.

5. DEFINITIONS

Term	*Definition*
Conflict of Interest	Proponents must inform Council of any circumstances or relationships which will constitute a conflict or potential conflict of interest if the proponent is successful in negotiating a contract. If any conflict or potential conflict exists, the proponent must advise Council how it proposes to address this.
Costs of proposal	A proponent bears its own costs of preparing, discussing and negotiating any unsolicited proposal with the Council.
Council's General Rights	Council may: • At any stage of the process if it assesses that a proposal does not meet the criteria to be considered further, make an approach to the market in respect for the subject matter of the proposal and end consideration of the proposal and withdraw from any negotiation with the proponent in relation to it. • Amend, vary or revoke and replace this Policy at any time. • Accept or reject any unsolicited proposal. • Subject to any period of exclusivity, negotiate with any person in relation to the subject matter of an unsolicited proposal. • Discontinue negotiations with any proponent.

Unsolicited Proposals Policy

Term	Definition
	Include any proponents name in Council reports and, subject to any period of exclusivity and any agreement with a proponent to the contrary, make them public.
Interaction with other Council Policies	Unless specifically stated in this Policy or determined by Council, this Policy is not intended to override any other Policy of Council that may apply to an unsolicited proposal.
Legislative obligations	Council may have Legislative obligations that itf needs to comply with in relation to a particular proposal and nothing in this Policy is intended to override or circumvent those obligations.
No legal relationship	Council is under no contractual or other legal obligation to the proponent with respect to the receipt, assessment, consideration, acceptance or rejection of any proposal or the failure to receive, assess, consider or accept any proposal.

6. ROLES AND RESPONSIBILITIES

Role	Responsibility
Senior Leadership Team	• Responsible for ensuring this Policy is implemented and adhered to.
Corporate Services	• Provide advice to the City of Marion regarding unsolicited proposals in accordance with this Policy. • Ensure ~~any~~ contracts ~~because~~ entered into from ~~of~~ an acceptance by Council of an unsolicited proposal are being appropriately managed and administered. • Reporting and managing contract breaches.
Finance, Risk and Audit Committee	• Responsible for providing governance oversight for Council on unsolicited proposals. • Provide feedback and guidance on the subsequent review/update of this Policy and complementary Procedure.
Council	• Responsible for considering and endorsing unsolicited proposals in accordance with this Policy. • Authority to enter into or withdraw from a period of exclusivity or exclusive negotiation to accept an unsolicited proposal in accordance with this Policy.

DRAFT

Unsolicited Proposals Policy

7. REFERENCES

City of Marion

- *City of Marion Procurement and Contract~~or~~ Management Policy.*
- *City of Marion Unsolicited Proposals Procedure.*

Other

- *Local Government Act 1999 (SA).*
- *LGA Unsolicited Proposals Guidelines (May 2018).*
- *NSW Unsolicited Proposals: Guide for Submissions and Assessment (August 2017)*

8. MONITORING AND REPORTING

A summary of all (approved and not approved) unsolicited proposals received during a financial year will be provided to the Finance Risk and Audit Committee and Council at the conclusion of each financial year.

9. REVIEW AND EVALUATION

This policy will be reviewed once during a term of Council in accordance with the City of Marion Policy Framework.

DRAFT

11.5 Waste Management Policy	
Report Reference	GC230725R11.5
Originating Officer	Waste Education Officer – Allison Byrne
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

The purpose of this report is for Council to consider and adopt the reviewed Waste Management Policy, included as attachment 1 to this report.

EXECUTIVE SUMMARY

The purpose of this Policy is to recognise that disposal of waste has significant economic, social, and environmental costs. This Policy will provide a guide to effective, sustainable, and strategic waste management within the City of Marion.

The Policy review resulted in no change to the Policy's intent. The Policy has been updated to include more references to circular economy, and better aligning it with emerging state and federal strategic directions in waste minimisation and resource recovery.

RECOMMENDATION

That Council:

1. **Adopts the Waste Management Policy (Attachment 1).**

ATTACHMENTS

1. Waste Management Policy (1) [**11.5.1** - 4 pages]

Waste Management Policy

CITY OF MARION

1. RATIONALE

The purpose of this Policy is to recognise that disposal of waste has significant economic, social, and environmental costs, and provide a guide to effective, sustainable, and strategic approach to disposal~~,~~ and management of waste within the City of Marion.

2. POLICY STATEMENT

This Policy sets out how the City of Marion will approach the delivery of waste and recycling services to our community to prevent littering, reduce the amount of waste to landfill, and encourage resource recovery, recycling, and a circular economy. The volume sent to landfill places significant pressure on the environment, posing significant air, land, and water contamination problems while in operation, and ~~how~~ long after they have been closed if not managed appropriately.

3. OBJECTIVES

This Policy will align with supporting Council's Environmental objectives to ensur~~eing~~ ~~that~~ the City of Marion remains a clean place to live, sustainable, and ~~to~~ protect public health. The objectives of this Policy are as follows:

- Collaborate - Work within the waste management hierarchy and circular economy, principles to emphasise the importance of waste avoidance, reduction, and reuse, which underpins Council's waste minimisation and recycling services.
- Education and voluntary behaviour change – ~~s~~Supporting the community through education and encouraging behaviour change that will minimise waste to landfill, increase recycling and resource recovery, reduce recycling contamination, and encourage adoption of sustainable waste management practices.
- Adopting Innovation - Incorporating innovation and technological advancements into waste management practices where it adds value.
- Incorporating consideration of waste minimisation into Council's internal waste management activities to facilitate the most efficient use of resources.
- Working regionally and at a State and Federal level with our partners to provide opportunities for ratepayers to minimise waste, illegal dumping, and public place littering and to advocate for improved and cost-effective waste recycling services.
- Working with SRWRA as a key partner in the advocacy, cost effective waste management and recycling and use of innovative technology for waste management practices~~, and~~ through the provision of resources back into the circular economy, including resources to be used by the constituent councils.
- Achieving compliance with the requirements of all relevant legislation.

Waste Management Policy

CITY OF MARION

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This Policy will apply to the waste and recycling services of the City of Marion.

Implementation

- Kerbside waste and recycling collection services – domestic general waste, co-mingled and organics recycling.
- Hard waste collection service.
- Management of illegally dumped rubbish.
- Provision of public litter bins and dog poo bag dispensers.
- Management of waste and recycling at Council run events.
- Waste and recycling education.

5. DEFINITIONS

Term	*Definition*
Circular Economy	An alternative to the wasteful traditional 'linear' economy based on 'take, make, use and dispose' principles of designing out waste and pollution, keeping products and materials in use at their highest utility for as long as possible and regenerating natural systems.
Hard Waste Collection Service	The at-call booking service for the collection of hard waste items, including the tip ticket options as part of this service.
Hazardous Waste	Selected solid waste items, as specified by Council, which arise from residential premises that cannot be collected by the general waste, co-mingled or organics recycling collection services.
Illegally dumped rubbish	Listed waste having a characteristic described in schedule A list 2 of the National Environment Protection Measures (Movement of controlled waste between States and Territories), as amended from time to time.
Kerbside waste and recycling collection service	Comprises the three-bin system and typically requires bin presentation on the footpath. This is predominantly a 240 litres recyclables (yellow lid) mobile garbage bin (MGB), a 240-litre organic waste (green lid) MGB, and a 140-litre domestic waste (red lid) MGB. Other approved bin types or sizes are adopted from time to time (e.g., bulk bins). Council provides this service to all separately assessable properties based on fairness and equity, but not abuse of Council's resources. In general, each

Waste Management Policy

Term	Definition
	separately assessable property is entitled to a single set for MGBs regardless of the type or size of the property.
Organics recycling	Any clean organic matter consisting of lawn clippings, plants, leaves, prunings, vegetables, fruit, meat (raw and cooked) products, manure or any other organic material for which permission has been granted by Ceouncil.
Southern Region Waste Resource Authority (SRWRA)	Region subsidiary of the Cities of Marion, Holdfast Bay, and Onkaparinga, responsible for providing and operating waste management services on behalf of the constituent Councils.
Waste Management Hierarchy	The waste management hierarchy is a nationally and internally accepted guide for prioritising waste management practices with the objective of achieving optimal environmental outcomes. It sets out the preferred order of waste management practices, from most to least preferred, namely: avoid, reduce, reuse, recycle, recover, treat, and dispose.

6. ROLES AND RESPONSIBILITIES

Role	Responsibility
Environmental Sustainability Team	• Responsible for coordinating the implementation of this policy across the organisation and delivering waste and recycling education programs.
Operational Support Unit	• Responsible for delivery and management of the Hard Waste and Dumped Rubbish Services.
Strategic Procurement Team	• Responsible for the contracted residential kerbside recycling collection and public place litter services.

DRAFT

Waste Management Policy

CITY OF MARION

7. REFERENCES

City of Marion

- City of Marion Community Vision: Towards 2040.
- City of Marion Strategic Plan 2017 – 2027.
- City of Marion Business Plan 2023 – 2027.
- City of Marion Environmental Policy.
- Kerbside Waste and Recycling Collection Service Procedure.

Other

- Environmental Protection Act 1993.
- Local Government Act 1999.
- Public and Environmental Health (General) Regulations 2006.
- Environmental Protection (Waste to Resources) Policy 2010.

8. REVIEW AND EVALUATION

This Policy will be reviewed once during every four-year term of Council.

DRAFT

11.6 Economic Development Policy	
Report Reference	GC230725R11.6
Originating Officer	Unit Manager Economic Development – Daniel Adams
Corporate Manager	Manager City Activation - Charmaine Hughes
General Manager	General Manager City Development - Tony Lines

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the reviewed Economic Development Policy, included as Attachment 1 to this report.

EXECUTIVE SUMMARY

The Council's Economic Development Policy sets out its commitment to supporting and developing the local economy in Marion to support business, growth and engagement with industry, therefore promoting access to sustainable, innovative jobs. On 14 March 2023, Council endorsed the Growth, Business and Engagement Plan to facilitate the outcomes contained within the Policy. The review has resulted in the policy being updated to the new template and minor amendments to ensure consistency in language across all policies.

This Policy now reflects the intent of the City of Marion's existing Economic Development Policy while incorporating the feedback discussed at the forum. These changes include changes in language and tone, the removal of phrases better captured through other policies regarding community wellness, clarifying economic sustainability from environmental sustainability and the inclusion of references to State and Federal Government strategic plans, which will impact on the broader economic landscape in which City of Marion operates.

RECOMMENDATION

That Council:

1. **Adopts the Economic Development Policy.**

ATTACHMENTS

1. Economic Development Policy [**11.6.1** - 3 pages]

Economic Development Policy

CITY OF MARION

1. RATIONALE

~~The purpose of this Policy is to guide the City of Marion's activities in supporting and developing the local economy in Marion, to ensure access to sustainable, innovative jobs.~~ *The purpose of this Policy is to guide the City of Marion's activities in strengthening and developing the local economy.*

2. POLICY STATEMENT

~~This Policy will outline the City of Marion's commitment to environment sustainability through a circular and low carbon economy, while recognising market forces, and other local economic conditions. City of Marion will also, through the *Local Government Act 1999 (SA)* promote an attractive climate and locations for the development of business, commerce, industry, and tourism within its boundaries. Sustainable economic growth at a local level is critical to generate ongoing employment opportunities and to support improvements in infrastructure and services of the community.~~

This policy ~~will outline~~outlines the City of Marion's commitment to growing prosperity across the city to achieve a better quality of life for the community. The *Local Government Act 1999 (SA)* specifically identifies one of the functions of a council as promoting its area to provide an attractive climate and locations for the development of business, commerce, industry, and tourism. As such, City of Marion will support sustainable economic growth to generate ongoing investment and employment ~~and investment~~ opportunities, underpin improvements in infrastructure, and support services for the community.

3. OBJECTIVES

The City of Marion ~~will see~~sees economic development as an Economic, and Legislative objective that is required to ~~delivering~~ support ~~on~~ innovative and sustainable~~, innovative~~ economic growth for the community. The objective of this Policy is to:

- Commit the City of Marion to facilitating economic development and to advancing a local economy that is diverse, sustainable, innovative and adapts quickly and effectively to change.
- Identify City of Marion's three ~~major~~ key roles in supporting economic development:
  - Providing leadership for its business community by supporting innovative initiatives in developing the local economy.
  - Facilitating the delivery of projects that assist with the growth of the local economy, development opportunities for its residents.
  - Building partnerships with both the private and public sector to achieve its economic development aims.

4. POLICY SCOPE AND IMPLEMENTATION

Economic Development Policy

CITY OF MARION

Scope

This Policy applies to Council, Council Administration and contractors.

Implementation

- The City of Marion will provide services that contribute to the creation and maintenance of a supportive local business environment and will ensure that the needs of the business community are considered when designing and delivering infrastructure.
- The City of Marion will work with the State and Federal governments to ensure the local residential and business communities benefit from broader state and national strategies and investments, such as but not limited, to *South Australia's Small Business Strategy 2023-2030*, South Australia's coming *Statewide Innovation Framework*, the national *Industry Growth Program* and the *AUKUS security pact*.
- The City of Marion will actively promote ~~Marion~~ the city as a place to live, learn, work, invest and do business.
- The City of Marion will work collaboratively with the ~~government,~~ business, education, community, and not-for-profit organisations to realise the full economic potential of our community.
- The City of Marion will build strategic partnerships and utilise a collaborative approach with other stakeholders at a regional, metropolitan, and state level where there are clear benefits to be gained for the City of Marion community.

5. DEFINITIONS

Term	*Definition*
Economic Development	Refers to the development of commerce, trade, tourism, and business within City of Marion's jurisdiction.
Local Government Act 1999 (SA)	The *Local Government Act 1999 (SA)* is what bounds the City of Marion to its Legislative objectives.
Local Business Environment	Refers to the environment that helps grow local businesses.

6. ROLES AND RESPONSIBILITIES

Role	*Responsibility*
Manager City Activation	• The Manager, City Activation is responsible for the ongoing implementation and management of this Policy.
Council Administration.	• Responsible teams within Council Administration to work with Manager City Activation to the implementation and management of this Policy.

Economic Development Policy

7. REFERENCES

City of Marion

- *City of Marion Community Vision – Towards 2040.*

Other

- *Local Government Act 1999 (SA0 Section 7.)*

8. REVIEW AND EVALUATION

This Policy will be reviewed once during a term of Council. Its review will be initiated by the Governance Department.

DRAFT

11.7 Reconciliation Statement Policy	
Report Reference	GC230725R11.7
Originating Officer	Manager People and Culture – Sarah Vinall
Corporate Manager	Manager People and Culture - Sarah Vinall
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the reviewed Reconciliation Statement Policy, included as attachment 1 to this report.

EXECUTIVE SUMMARY

This Policy demonstrates Council's commitment to continue to build reconciliation with local First Nations organisations and people. While overall intent of this Policy has not changed, the review has recommended minor changes including:

- Rewording of the Rationale to reference reconciliation
- Rephrasing of the Policy Statement to focus on a commitment to building respectful and collaborative partnerships with First Nations
- Reintroduction of reference to the delivery of the Reconciliation Action Plan within the objectives.

RECOMMENDATION

That Council:

1. **Adopts the Reconciliation Statement Policy.**

ATTACHMENTS

1. Reconciliation Statement Policy [**11.7.1** - 3 pages]

Reconciliation Statement Policy

1. RATIONALE

The purpose of this Policy is to recognise Aboriginal and Torres Strait Islanders people as the First People of the land of the City of Marion, and Australia, and commit to a two-way relationship built on trust and, respect, with a focus on achieving genuine reconciliation, equality, equity and inclusion, integrity, inclusion, equality, and equity.

2. POLICY STATEMENT

This Policy will outline how the City of Marion recognises Aboriginal and Torres Strait Islander peoples as the First People of Australia and traditional owners of the land and waters.

Council is committed to partnering with First Nations peoples and organisations to build a two-way relationship built on respectful and collaborative relationships based on trust, understanding, respect, integrity, inclusion, equality and and equity. Council continues to build awareness and inclusion of Aboriginal and Torres Strait Islander cultural customs where relevant in Council's meetings, projects, programs and services.

3. OBJECTIVES

The Policy will align with supportingsupports Council's Social objectives into ensuring First PeoplesNations are recognised, acknowledged, and included in Council Reconciliation. The objectives of this Policy are as follows:

- Acknowledge and raise awareness of the importance and value of Aboriginal and Torres Strait Islander culture and heritage.
- Build awareness and understanding of the importance of reconciliation.
- Provide a shared understanding of recognition and inclusion of Aboriginal and Torres Strait Island customs where relevant to Council.
- Facilitate and build on reconciliation at the local level through the delivery of the Reconciliation Action Planwithin the community.
- Build awareness and understanding of protocols to support effective and respectful communication.

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This Policy applies to Council, Council Administration, contractors and City of Marion volunteers.

Reconciliation Statement Policy

Implementation

- Delivery of the Reconciliation Action Plan 2023-25.
- Implementation of relevant Council policies.

- Implementation of Welcome to Country protocol.
- Implementation of Acknowledgement of Country protocol.

5. DEFINITIONS

Term	*Definition*
Reconciliation	Reconciliation is about strengthening relationships between Aboriginal and Torres Strait Islander peoples and non-Indigenous peoples, for the benefit of the City of Marion and community.

6. ROLES AND RESPONSIBILITIES

Role	*Responsibility*
People and Culture	• For the implementation and review of this Policy across the organisation.

7. REFERENCES

City of Marion

- Reconciliation Action Plan 2023-25.
- Equal Opportunity, Discrimination, Harassment and Workplace Bullying Policy.
- Equity, Access, and Social Inclusion Policy.
- Procurement and Contractor Management Policy.
- Volunteer Policy.
- Welcome to Country protocols.
- Acknowledgement of Country protocols.

Other

Reconciliation Australia

- Guidance and support for development and delivery of Reconciliation Action Plans.

8. REVIEW AND EVALUATION

Reconciliation Statement Policy

This Policy will be reviewed once during every four-year term of Council.

DRAFT

11.8 Disposal of Land Assets Policy	
Report Reference	GC230725R11.8
Originating Officer	Unit Manager Asset Solutions – Brendon Lyons
Corporate Manager	Manager Engineering, Assets and Environment - Mathew Allen
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the reviewed Disposal of Land Assets Policy, refer attachment 1.

EXECUTIVE SUMMARY

The Disposal of Land and Asset Policy has been reviewed to ensure Council takes a planned, consistent and strategic approach to the management of land and asset disposal. The Policy provides guidelines to be followed by Council for the disposal of land and assets. The Policy review has resulted in no change to the intent of the policy.

The Policy was reviewed by Council Members at the Forum on 4 July 2023 and the following changes have been incorporated into the policy for consideration:

- Page 2 of the Policy, reference to General Manager has changed to CEO.
- Page 5 of the Policy, the sentence "*The Council will seek to ensure that every opportunity is made to notify the community of the disposal of assets that are surplus to council requirements and are still serviceable and safe for use."* has changed to "*The Council will be transparent in regard to disposal of assets in accordance with related procedures"*.

RECOMMENDATION

That Council:

1. **Adopts the Disposal of Land Assets Policy (attachment 1).**

ATTACHMENTS

1. Disposal of Land Assets Policy [**11.8.1** - 8 pages]

Disposal of Land and Assets Policy

1. RATIONALE

This policy is to guide an effective, consistent, integrated, and strategic approach to disposeal of land and assets within the City of Marion.

2. POLICY STATEMENT

The *Local Government Act 1999 (SA)* requires Council to develop and maintain pPolicies, practices and procedures directed towards the sale or disposal of land or assets related to:to, obtaining value in the expenditure of public money orand ensuring probity, accountability, and transparency in all disposal processes.

This policy identifies circumstances where Council will consider the disposal of lands or assets, and associated processes.

3. OBJECTIVES

Council will consider disposal where it has been determined that lands or assets are not required under our Economic and Legislative objectives. The disposal process will consider:

- Encouraging open and effective competition.
- Obtaining value for money by assessing:
  - Services provided to the community.
  - Contributions to Council's strategic management plans and long-term financial plans.
  - Any relevant direct and indirect risks and benefits to Council, both tangible and intangible.
  - Cost benefit of various disposal methods.
  - Internal administration costs.
  - Associated environmental impacts and benefits.
  - Demonstrating impartiality, fairness, independence, openness and integrity in all discussion and negotiations.
  - Complying with all relevant legislation.
  - The benefit to the community that can be gained through donation or at a low cost of disposal to the community.

4. POLICY SCOPE AND IMPLEMENTATION

4.1 Exemptions from this policy

This policy contains general guidelines to be followed by the Council in its disposal activities. There may be emergencies, or disposals in which a tender process will not

Disposal of Land and Assets Policy

deliver the best outcome for the Council, and other market approaches may be more appropriate. In certain circumstances the Council may waive application of this policy and pursue a method which will bring the best outcome for the Council. The Council must record its reasons in writing for waiving application of this policy in accordance with the tender exemption process.

The ~~General Manager~~CEO may elect to donate items of minor plant, stock and equipment that have not been disposed of through any of the processes detailed in this policy to a group that will benefit from the item(s). This will be done so at the discretion of the ~~General Manager~~CEO.

Recycled depot materials that are excess to Council's needs are not classified as assets so are excluded from this policy.

4.2 Disposal Methods

Any decision to dispose of land and assets will be made after considering (where applicable):

- The long-term plans and strategic direction of the Council.
- The remaining useful life and usefulness of the land or asset.
- The current market value of the land or asset and annual cost of maintenance.
- Any alternative future use of the land or asset.
- Any duplication of the land or asset or the service to be provided by the land or asset.
- Any impact the disposal of the land or asset may have on the community.
- Any impact on Council infrastructure.
- Any cultural or historical significance of the land or asset.
- The positive and negative impacts the disposal of the land or asset may have on the operations of the Council.
- Any restrictions on the land or asset.
- The content of any Community Land Management Plan and other relevant policies of the Council.
- The results of any community consultation process.
- A benefit and risk analysis of the proposed disposal.
- Any environmental benefits and impacts.
- The community benefit of the land or asset being donated, or provided at low cost, to an organisation.

4.3 Land Disposal

Any decision to dispose of land must be a decision of Council.

Disposal of Land and Assets Policy

Where the land forms or formed a road or part of a road, the Council must ensure that the land is closed under the *Roads Opening and Closing Act 1991 (SA)* prior to its disposal.

Where disposal of land is by compulsory acquisition, no resolution of Council will be required except for where the common seal needs to be affixed to any documentation.

Where land is classified as community land, the Council must:

- Undertake public consultation in accordance with the Act and the Council's public consultation policy.
- Ensure that the process for the revocation of the classification of land as community land has been concluded prior to its disposal.
- Comply with all other requirements under the Act in respect of the disposal of community land.

Council will use a disposal method that considers:

- The number of known potential purchasers of the land.
- The original intention for the use of the land.
- The current and possible preferred future use of the land.
- The opportunity to promote local economic growth and development.
- Responsibility, efficiency, and urgency of the disposal.
- The total estimated value of the disposal.
- Easement requirements, access to land, existing or future infrastructure needs and service authority requirements.
- Compliance with statutory and other obligations.

Council will, where appropriate and through the use of appropriate delegations, dispose of land through one of the following methods:

- **Expressions of interest** – seeking expressions of interest for the land.
- **Select tender** – seeking tenders from a selected group of persons or companies.
- **Open tender or market sale** – openly seeking bids through tenders or market sale methods, including public auction.
- **By negotiation** – with owners adjoining land or others with a pre-existing interest in the land, or where the land is to be used by a purchaser whose purpose for the land is consistent with the Council's strategic objectives for the land.
- **Unsolicited proposals**.

Disposal of Land and Assets Policy

Council will not dispose of land to any Council Mmember or employee of the Council who has been involved in any process related to a decision to dispose of the land and/or the establishment of a reserve price.

If land is to be auctioned or placed on the open market or disposed of by an expression of interest, then (unless the Council resolves otherwise) one independent valuation must be obtained to establish the reserve price for the land. The independent valuations must be made no more than 12-months prior to the proposed disposal and must consider current and future land zoning.

If land is to be disposed via a select tender or direct sale, then (unless the Council resolves otherwise) a minimum of one independent valuation must be obtained to ensure that an appropriate market value is obtained. The independent valuation must be made no more than 12--months prior to the proposed disposal.

The Council will seek to dispose of land at or above current market valuation by whichever method is likely to provide the Council with a maximum return, unless there are reasons for the Council to accept a lesser return which is consistent with the Council's overall strategic direction. These reasons must be documented in writing.

If the disposal is not to be on the open market, the disposal should be at or above the current market valuation (with due regarding to all associated costs to achieve the transaction or such other amount as the Council resolves).

4.4 *Assets Disposal*

The disposal of assets (both major plant and equipment and minor plant, stock, and equipment) will be the responsibility of the relevant Council Officer who is the designated asset owner. The asset owner must hold the necessary delegation of authority. The Asset Solutions Team and Treasury Accountant must be informed in writing of any asset disposal.

The Council will use a method that considers:

- The public demand and interest in the asset.
- The method most likely to return the highest revenue.
- The value of the asset and whether it is major plant and equipment or minor plant, stock, and equipment.
- The costs of the disposal method compared to the expected returns, and compliance with statutory and other obligations.
- The optimum method to reuse or recycle the asset or its components.
- Supports disposal which provides significant community value in lieu of cash value.

Disposal of Land and Assets Policy

Council will, where appropriate and through the use of appropriate delegations, dispose of assets through one of the following methods:

- Trade-in – tTrading in equipment to suppliers.
- Expressions of interest – seeking tenders from a selected group of persons, community groups or companies.
- Public tender – openly seeking bids through tenders.
- Public auctions – advertisement for auction through the local paper and, where appropriate, a paper circulating in the sState, or procuring the services of an auctioneer (following compliance with the Council's Procurement Policy).
- Reuse or recycling of the asset or its components – or if this cannot be done, then safe disposal methods that minimise environmental harm.
- Destruction – minor plant, stock and equipment which are not cost effective to dispose of are to be destroyed and binned.
- Tree assets and associated organic material will be disposed in a method that minimises carbon loss. and

The Council will not dispose of assets to any Council Member or employee of the Council unless the purchase is via a public tender process or a public auction, and the tender submittedsubmitted, or bid made is the highest.

The Council will be transparent in regards to disposal of assets in accordance with the related procedures. seek to ensure that every opportunity is made to notify the community of the disposal of assets that are surplus to council requirements and are still serviceable and safe for use. Details of how this is managed is outlined in related procedures.

Preferences will be given to community groups for disposal of minor plant, stock, and equipment. Where this preference is applied, equipment offered must be serviceable and safe for use.

Purchasers of aAssets must be required to agree in writing that before purchasing any assets that no warranties will be given by the Council in respect of the suitability and condition of the asset for the purchaser and that the Council will not be responsible for the asset in any respect following the sale.

4.5 Minor Plant, Stock and Equipment: Register of Interest

Where minor plant, stock and equipment has not been disposed of through any of the previous processes, the Council Administration may publish a list of surplus items and seek offers for their disposal. Decision making will be supported by the following provisions:

Disposal of Land and Assets Policy

- If two or more offers are the same and one is from within the City of Marion area but the other is not, preference is to be given to the offer within the City of Marion.
- If two or more offers are the same and one is from a community group, preference is to be given to the community group.
- If two or more offers are the same and one is from a staff member or Councilelected Mmember and the other is from a community member preference is to be given to a community member.
- If the above process does not yield a preferable result as indicated, a random draw will be conducted, and no further correspondence entered.

5. DEFINITIONS

Term	*Definition*
Asset	An individual or group of physical objects, which has value and enables services to be provided. It includes major plant and equipment, minor plant, stock and equipment, infrastructure and portable buildings but does not include financial investments, trees, or lands.
Asset Management	The combination of management, financial, economic, engineering, and other practices applied to assets with the objective of providing the required service level in the most cost-effective manner.
Community Land	All land classified as community land under *Section 193 of the Local Government Act 1999.*
Land	Community land, vacant land, operational land, road reserves, and any other land related assets, including all fixed buildings (community and operational) on land.
Major Plant and Equipment	All major machinery and equipment owned by the Council. It includes all trucks, vehicles, operating machinery, and major plant items. It does not include minor plant, stock, and equipment.
Minor Plant, Stock and Equipment.	All minor machinery and equipment owned by the Council. It includes all loose tools, store items, inventory stock, furniture arts, gifts, minor IT equipment, secondary items removed from buildings, major plant and equipment, and surplus bulk items (such as sand and gravel).

6. ROLES AND RESPONSIBILITIES

Disposal of Land and Assets Policy

Role	Responsibility
Council	• To ensure that land and asset disposal occurs following a transparent process, aligned with all legislative and policy requirements. • Undertake public consultation in respect of its proposed disposals in accordance with the Act and its public consultation policies where applicable. • Acknowledge that the Chief Executive Officer may sub-delegate matters relating to this policy to staff, or other persons employed or engaged by the Council. • Record reasons for utilising a specific disposal method and where it used a disposal method other than a tendering process.
Council Administration	• Ensure that responsible staff members are supported in the disposal of Council-owned land and assets.
Council or its officers with delegated authority.	• When implementing the decisions under this policy, act in accordance with the Council's budget, relevant policies, plans, agreements, resolutions.

7. REFERENCES

City of Marion

- Asset Accounting Policy.
- Asset Management Policy.
- Community Consultation Policy.
- Procurement Policy.
- Prudential Management Policy.
- Leasing and Licensing Policy.
- Encumbrances for the City of Marion Policy.
- Disposal of Excess Plant and Equipment Stores and Salvaged or Recycled Materials Procedures.
- Unsolicited Proposals Policy.

Other

- Local Government Act 1999 (SA).
- Real Property Act 1886 (SA).
- Land and Business (Scale and Conveyancing) Act 1994 (SA).
- Development Act 1993 (SA).
- Retail and Commercial Leases Act 1995 (SA).
- Strata Titles Act 1988 (SA).
- Crown Land Management Act 2009 (SA).

Disposal of Land and Assets Policy

- Community Titles Act 1996 (SA).
- Roads (Opening and Closing Act 1991 (SA).
- Land Acquisition Act 1969 (SA).
- International Infrastructure Management Manuel (IIMM) 2015).
- Australian Infrastructure Financial Management Guidelines.

8. REVIEW AND EVALUATION

This policy will be reviewed every four years in alignment with the Policy Framework. This policy is the responsibility of the Manager Engineering, Assets and Environment. Key Stakeholders within the organisation are the Manager of City Property, Manager City Activation, and the Chief Financial Officer.

DRAFT

11.9 Community Awards and Recognition Policy	
Report Reference	GC230725R11.9
Originating Officer	Unit Manager Media and Engagement – Nick Marwe
Corporate Manager	Manager Customer Experience - Megan Bradman
General Manager	General Manager Corporate Services - Angela Allison

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the reviewed Community Awards and Recognition Policy included as attachment 1 to this report.

EXECUTIVE SUMMARY

The purpose of this policy is to recognise how the City of Marion will celebrate the outstanding achievements and contributions that individuals, groups, organisations, and businesses make to enriching our community. The policy review resulted in no change to the intent of the Policy. Minor updates have been made to this Policy to align with the Policy template.

Please see below amendments to the Policy following discussion at the forum.

- Grammatical corrections and edits.
- In response to a question raised at the Council Forum, selection criteria may vary according to different awards. There is no underlying procedure or assessment matrix applicable to this policy, other than the general principles outlined in the Policy and assessment guidance provided for specific Awards, such as the Australia Day Council Citizen of the Year Guidance document.

RECOMMENDATION

That Council:

1. **Adopt the Community Awards and Recognition Policy.**

ATTACHMENTS

1. Community Awards and Recognition [**11.9.1** - 3 pages]

Community Awards and Recognition Policy

CITY OF MARION

1. RATIONALE

The purpose of this policy is to recognise how the City of Marion will celebrate the outstanding achievements and contributions that individuals, groups, organisations, and businesses make to enriching our community.

2. POLICY STATEMENT

This Policy will outline how City of Marion will formally acknowledge the outstanding role models in the community. The Policy will state how we publicly and formally celebrate achievements and contributions and ~~,~~ why it's important for council to support such achievements. It will also articulate ~~, and~~ the Policy's relationship ~~relation~~ to building stronger, more engaged communities in alignment with the Strategic Direction of the City of Marion.

3. OBJECTIVES

The Policy ~~will~~ aligns with ~~supporting~~ Council's social objectives to ensure~~ing~~ our community values, ~~recognisi~~erecognise~~ng~~ achievement, and deliver~~ing~~ our Community Vision – By 2040. The objective of this Policy as follows:

- Publicly and formally celebrate the outstanding achievements and contributions made by individuals, organisations, community groups, and businesses to the community.
- Foster pride in the achievements of those who have been nominated for recognition amongst the City of Marion community.
- ~~Ensure~~ing a continually Promote a more engaged community that values the importance of local volunteering and encourage~~s~~ing positive role models. ~~Promote an active community~~
- Promote an engaged community that values local volunteering and actively encourages positive role models.
- Enable the City of Marion to thank recipients for their contribution on behalf of the City of Marion community.

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This ~~e City of Marion's~~ Community and Award Recognition Policy ~~program~~ applies to the City of Marion~~,~~ and comprises three awards including:

- **Australia Day Awards** – presented annually to recognise individuals and/or groups that have made an outstanding contribution to the City of Marion.
- **Community Excellence Awards** – presented at any time to individuals and/or groups to recognise excellence at state or national level in any field. A Community Excellence

Community Awards and Recognition Policy

Award is presented at a civic ceremony. The award might include ~~and can include be~~ keys to the city, naming of Council facility or presentation of plaque or ~~/~~certificat~~eion~~.

- **Volunteer Recognition Awards** – presented to City of Marion volunteers to recognise significant lengths of service.

Other formal award and recognition programs may be established provided they adhere to the principles of this Policy.

~~I~~mplementation

Each award will have its own selection criteria and nomination process which must be adhered to. As a general principle, recipients of a City of Marion award can be:

- Living or deceased.
- Residing, studying, training, or working in the City of Marion.
- Involved in an organisation that works predominately to benefit the City of Marion community.
- Staff employed by the City of Marion provided their involvement falls outside of their employee-related activities.
- An animal (living or deceased).

Council reserves the right not to make an award in any program ~~in the event that~~ where no suitable candidate has been~~is~~ nominated.

All nominations must adhere to the following principles:

- Nominations for all awards/recognition categories should be made by persons other than the nominee~~s themselves~~.
- Nominations should address the specific Award selection criteria.
- All nominations must be accompanied by the contact details of at each referee who must be able to confirm the accuracy for the information provided by the nominator.
- N~~All n~~ominations, including the details of nominators and their referees, will be kept in the strictest confidence.

5. DEFINITIONS

Term	*Definition*
Award	A prize or honour bestowed on an individual, organisations, community group, and business that is residing, studying, training, or working within the City of Marion.
Community Awards & Recognition Program	An initiative of the City of Marion to celebrate the outstanding achievements and contributions of individuals, organisations,

Community Awards and Recognition Policy

Term	Definition
	community groups, and businesses residing, studying, training, or working within the City of Marion.
Formal Awards	Formal awards are part of the Community Awards and Recognition Program. All other awards are non-formal.
Recognition	An acknowledgement bestowed on an individual, a group of people, either for outstanding achievement (of individual or group), or to recognise length of service.

6. ROLES AND RESPONSIBILITIES

Role	Responsibility
Australia Day Awards Panel (includes Mayor of Marion)	• ~~Will~~ To compile all nominations received and assess against the guidelines provided in the Australia Day Council Citizen of the Year Guidance document. Recommendations will be presented to a panel of three for final approval.
Unit Manager Engagement, Media, and Events	• To Implement~~ation~~ of this Policy.

7. REFERENCES

City of Marion

- *City of Marion Community Vision – Towards 2040.*

Other

- *Australia Day Council – Citizen of the Year Guidance Document.*
- *Australia Day Council Awards Nomination Form. ~~(TBC title).~~*
- *Road and Public Place Names Policy.*

8. REVIEW AND EVALUATION

This Policy will be reviewed once during every four-year term of Council. Review will be initiated by the Governance Unit in consultation with the Engagement, Media, and Events Unit.

DRAFT

11.10 Development Delegations Policy	
Report Reference	GC230725R11.10
Originating Officer	Manager Development and Regulatory Services – Warwick Deller-Coombs
Corporate Manager	N/A
General Manager	General Manager City Development – Tony Lines

REPORT OBJECTIVE

The purpose of the report is for Council to consider and adopt the reviewed Development Delegations Policy, included as Attachment 1 to this report.

EXECUTIVE SUMMARY

The Policy review has resulted in no change to the intent of the policy. Minor additions have been made to ensure the policy conforms to the current policy format and style. This policy must remain in effect until such time as all development applications that are being assessed under the *Development Act 1993* have been determined.

- At the recent Forum, Members queried the formatting of the document; this has been addressed.
- Further clarification for Members on why a Delegations Policy for Development Act 1993 development applications is still relevant is that there are currently 27 active Development Act 1993 applications still in the system.
- Staff are actively seeking to finalise these applications with many awaiting information from the applicant in order to progress the assessment process.
- Should the Development Delegations be revoked, the full Council would subsequently be responsible for the determination of each application (i.e. Council would need to meet on a 'when required' basis to meet Development Act timeframes) - this is not recommended.

RECOMMENDATION

That Council:

1. **Adopts the Development Delegations Policy.**

ATTACHMENTS

1. Development Delegations Policy [**11.10.1** - 4 pages]

Development Delegations Policy

CITY OF MARION

1. RATIONALE

1.1 Section 83 of the *Planning, Development and Infrastructure Act 2016* requires the Council to establish a Council Assessment Panel (the Panel) to undertake development assessment functions on its behalf.

1.2 Section 34(23) of the *Development Act 1993,* requires the Council to delegate its powers and functions as a relevant authority with respect to determining whether, or not, to grant development plan consent under the *Development Act 1993,* to the Panel and/or the Council's Administration.

1.3 This policy meets Council's obligations under Section 34(27) of the *Development Act 1993,* which requires Council to adopt a Development Delegations Policy.

2. POLICY STATEMENT

2.1 The purpose of this policy is to outline the basis upon which Council will delegate its powers and duties, under the *Development Act 1993* and the *Planning, Development and Infrastructure Act 2016,* as a relevant authority with respect to determining whether, or not, to grant development plan consent.

2.2 This policy establishes what applications will be determined by Council's Assessment Panel and what applications will be determined by the Council's Administration.

3. OBJECTIVES

3.1 Council actively supports the growth of the City through appropriate development that maintains and enhances the social, economic and environmental conditions desired by the community.

3.2 Council acknowledges that an effective and efficient development assessment system is critical to achievement of community and council goals.

3.3 The aim of the policy is to identify the basis upon which delegations are made under the *Development Act 1993*. It sets out the types of Development Applications that will be determined by the Council Assessment Panel.

4. POLICY SCOPE AND IMPLEMENTATION

4.1 The Panel will undertake the role of the relevant authority pursuant to Section 33 of the *Development Act 1993,* in relation to the following types of development applications:

4.1.1 Non-complying applications – the Panel will decide to refuse the application or seek the concurrence of the State Commission Assessment Panel to approve the application, except for the following:

- The decision to proceed with an assessment of a non-complying application pursuant to Regulation 17 (3)(b) of the *Development Regulations 2008*).
- Non-complying applications deemed to be minor in accordance with

Development Delegations Policy

Regulation 17 and Schedule 9 Part 1 (3) of the *Development Regulations 2008.*

4.1.2 Any 'merit' application that has undergone Category 2 or Category 3 public notification where at least one representor has expressed opposition to the proposed development and has expressed their desire to be heard by the Panel.

4.1.3 Any application in relation to a Local Heritage Place or a State Heritage Place where the heritage advice commissioned by the Council or the State Government Department responsible for State Heritage have recommended that approval should not be granted.

4.1.4 Any application for the total demolition of a Local Heritage Place or a State Heritage Place.

4.1.5 Any application for land division that proposes the creation of three or more additional allotments (excluding an allotment identified as common property or as a free an unrestricted right of way) where one or more of the proposed allotments is more than 5% below the minimum site area recommended by the relevant Policy Area of the Development Plan.

4.1.6 Any application for three or more dwellings (including detached, semi-detached, row and residential flat) where one or more dwelling sites are more than 5% below the minimum site area recommended by the relevant Policy Area of the Development Plan.

4.1.7 Any application involving development by the Council where the Minister has declined a request by the Council that the Development Assessment Commission be appointed as the relevant authority.

4.1.8 Any application where an appeal has been made to the Environment, Resources and Development Court, and the General Manager City Development has referred to the Panel a proposed compromise made by the appellant.

4.1.9 Any application where the Manager Development and Regulatory Services determines that the application warrants assessment by the Panel due to its significant, contentious, or controversial nature.

4.2 All development applications other than applications set out in Section 4.1 of this Policy will be determined by the Administration.

Development Delegations Policy

5. DEFINITIONS

Term	*Definition*
Council Assessment Panel or 'the Panel'	Council Assessment Panel (CAP) established pursuant to the *Planning, Development and Infrastructure Act 2016*. The CAP has a total of five members, of which four are Independent Members and one an Elected Member of Council.
Planning, Development and Infrastructure Act 2016	*Planning, Development and Infrastructure Act 2016* (PDI Act) is the planning legislation which governs planning assessment, planning policy, compliance and other elements such as infrastructure planning, implementation and funding.~~Council Assessment Panel (CAP) established pursuant to the *Planning, Development and Infrastructure Act 2016*. The CAP has a total of five members, of which four are Independent Members and one an Elected Member of Council.~~
Development Act 1993	Previous planning Act, which until revoked by the PDI Act 2016, was the planning and development scheme controlling development within the state.
Development Application	Formal application for development that requires consent. Usually consists of standard application forms, supporting technical reports and plans.

6. ROLES AND RESPONSIBILITIES

Role	*Responsibility*
Panel Member	Responsible for assessing the application against the relevant provisions of the Marion Council Development Plan and making a final determination.
Assessing Officer	Responsible for assessing the application against the relevant provisions of the Marion Council Development Plan and making a recommendation to the Panel.
Development & Regulatory Services	Department containing relevant staff delegated to undertake assessment of applications and make recommendations to the Panel.
General Manager City Development	Where an appeal has been made to the Environment, Resources and Development Court, the General Manager City Development is responsible for referring the appeal to the Panel and considering any such recommendation regarding the proposed compromise made by the appellant.

DRAFT

Development Delegations Policy

7. REFERENCES

City of Marion

- Schedule of Delegations and Sub-delegations

Other

- *Development Act 1993*
- *Development Regulations 2008*
- *Planning, Development, and Infrastructure Act 2016*

8. REVIEW AND EVALUATION

8.1 This policy will be reviewed annually in conjunction with Council's annual review of delegations required under Section 40 (6) of the *Local Government Act 1999.*

DRAFT

11.11 Leasing & Licencing of Council Owned Facilities Policy - Review	
Report Reference	GC230725R11.11
Originating Officer	Unit Manager Property & Facilities – Michael Collins
Corporate Manager	Manager City Property – Thuyen Vi-Alternetti
General Manager	General Manager City Development – Tony Lines

REPORT OBJECTIVE

The report is to review and consider amendments to Council's Leasing and Licencing of Council Owned Facilities Policy following discussion at Council Member Forums held on 20 June 2023 and 4 July 2023.

REPORT HISTORY

Report Reference	Report Title
FORUM230620	Leasing & Licencing Policy
FORUM230704	Leasing & Licencing Policy (Confidential)

EXECUTIVE SUMMARY

Council's current Policy was adopted by Council on 14 December 2021 (see Attachment 1) following a Council Member Forum in November 2021. Guidelines to support the Policy were endorsed by Council's Executive Leadership Team on 2 November 2022.

At a Council Member Forum held on 20 June 2023 and a Confidential Council Members Forum held on 4 July, Council Members discussed potential changes of emphasis to elements of the policy. Following these Forums, proposed changes are recommended to the Policy particularly in relation to:

- Eligibility for not-for-profit organisations to qualify for a subsidised lease, and prioritisation for community organisations that provide a specific or particular benefit or service for City of Marion residents.
- Flexibility for Council to resolve to charge a different percentage of the market rent based on Council's assessment of meeting the eligibility criteria set out in the Policy, particularly whether Council considers the organisation to be locally based and whether it will provide community outcomes for City of Marion residents.
- Sub-let or hire portions of leased or licenced premises to be subject to a maximum cap determined by Council staff, based on the rent charged by Council and the quantum of the premises subject to the sub agreement.
- The process for consideration of the offer of new agreements for vacant or new premises.
- The process for Council consideration of renewal of existing agreements.

RECOMMENDATION

That Council:

1. **Endorses the revised 'Leasing & Licensing of Council Owned Facilities Policy' contained in Attachment 3.**

DISCUSSION

Proposed Policy Changes

Following discussion with Council Members at two Council Member Forums, Council's Property & Facilities Unit has reviewed the Policy considering the issues and concerns raised at the Forums. A marked-up version with some suggested changes and comments is included (see Attachment 2). With the exception of administrative changes, the primary proposed changes in the Policy are:

- The addition of some wording in section 4.1 'Eligibility Criteria' *Council will prioritise access for use and occupancy of its Community Facilities with local, not-for-profit and organisations that will likely provide the best community outcomes for City of Marion residents in particular.*
- In the rent section for not-for profit organisations, whilst the default subsidised rent will remain at 7%, it is proposed to add wording to give greater decision-making flexibility for Council. *Council may choose to resolve to charge a different percentage of the 'market rent', at its discretion, based upon its assessment of meeting the eligibility criteria set out in 4.1(a), in particular whether Council considers it to be locally based and will provide significant community outcomes particularly for City of Marion residents.*
- Addition of a provision to give Council the right to charge agreement holders separately to the rent, or use of sporting grounds and courts in accordance with Council's Schedule of Fees and Charges.
- Provision for Council to set a maximum sub-licence fee that holders of subsidised agreements can charge based on the quantum of the sub-licence and the rent charged by Council.
- A new section (4.10) outlines the proposed process for the grant of new agreements and renewals with a default position prioritising support for locally based not-for-profit organisations and/or local organisations that provide a particular benefit to the City of Marion community, whilst still allowing within the Policy for Council to apply an exception to this by resolution.

Impacts of Proposed Changes

The proposed Policy changes could potentially have impacts on a number of current City of Marion property agreement holders who meet the existing Policy eligibility criteria for not-for-profit organisations to qualify for a subsidised rent, but whose services or activities are not focussed on providing a particular benefit to City of Marion residents. These include:

- Adelaide Radio Controlled Car Club
- Huntingtons SA
- Community Centres SA
- Combined Car Club
- Gymnastics SA
- Basketball SA

With the proposed changes to the Policy, it would put the decision making in relation to the level of rent subsidy (if any) applied to the agreements at renewal and a decision as to whether to renew the agreements with Council, whilst being consistent with the Policy should Council resolve to charge a higher percentage rent, or to not renew an agreement at all.

ATTACHMENTS

1. Attachment 1 - Leasing & Licensing of Council Owned Facilities Policy 2021-12-16 Current [**11.11.1** - 9 pages]
2. Attachment 2 - Leasing & Licensing of Council Owned Facilities Policy - Review July 2023 - Mark Up [**11.11.2** - 10 pages]

3. Attachment 3 - Leasing & Licensing of Council Owned Facilities Policy - Review July 2023 - Clean [**11.11.3** - 10 pages]

Leasing and Licensing of Council Owned Facilities Policy

1. RATIONALE

Council provides an extensive range of facilities from multipurpose sites with playing fields, halls, community gardens, commercial, tennis and netball clubs, kindergartens etc. Leases or licenses are provided to a diverse range of organisations ranging from small community groups, sporting clubs, state government agencies to commercial entities.

The Policy provides guiding principles and statements that will form the negotiating position of Council as new leases are entered into for all organisations who occupy council owned facilities.

2. POLICY STATEMENT

City of Marion may lease or license Council owned or managed land to meet Council's strategic plans based on community priorities. The aim of the policy is to make land and building facilities available to groups or organisations on a fair and equitable basis to meet community needs and support the optimal use of facilities.

3. OBJECTIVES

The aim of the Policy is to ensure an equitable and consistent approach to leases and licenses which encourages high utilisation rates, diversity of use and supports organisations occupying Council facilities to be sustainable.

Council will ensure facilities are fit for purpose and the term and conditions of leases are equitable, consistent, support good governance, accountability and optimise the use of Council facilities.

The following principles guide the provision and management of Council owned facilities:

Community Benefit & Social Inclusion:

- Ensure Council-owned facilities are used to meet demonstrated community needs consistent with Council's policies and the Community Vision
- Optimise use of Council's community facilities and provides equitable and inclusive access by the City of Marion community
- Support and encourage diversity of programs and activities offered from Council facilities
- Assist not-for-profit and volunteer-based organisations that offer activities and services in the City of Marion
- Encourage active and healthy lifestyles

Good Governance & Accountability:

- Ensure a transparent and equitable process of granting new leases or licences and renewals by having clear assessment criteria
- Ensure lessees pay fair and reasonable rentals based on established eligibility criteria and calculation methodologies

Leasing and Licensing of Council Owned Facilities Policy

- Facilitate a shared approach between Council and lessee as to the cost of management and maintenance of Council-owned facilities;
- Ensure lessees are accountable for meeting operational responsibilities for venue management and meeting agreed targets
- Ensure sound financial management and effective administration of community facility leasing and licensing.
- Ensure that Council-owned facilities are appropriately maintained as Council assets

Environmental Sustainability:

- Ensure Council facilities maximise the use of solar, energy and water efficiency initiatives to reduce the environmental impact
- Encourage and support Lessees to implement environmental initiatives

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This Policy applies to the leasing or licensing of Council owned or managed land and facilities.

Implementation

4.1 ELIGIBILITY FOR LEASE OR LICENCE

4.1 (a) Council will enter into a lease or licence agreement with a not for profit organisation, once the organisation can demonstrate its eligibility by meeting the relevant eligibility criteria to the reasonable satisfaction of Council Administration:

- It is a not for profit organisation under Australian tax office definitions
- It is an incorporated/legitimate body under the auspice of an incorporated body or under the auspice of an incorporated body
- It has an Australian Business Number (ABN)
- It is financially viable by providing 3 years of annual financial statements to Council (where applicable)
- It complies with relevant legislation and regulations governing its activities
- It is able to demonstrate it will meet a community need
- It has good governance capability

4.1 (b) Council will consider a lease or licence agreement, for a commercial organisation once the organisation demonstrates:

- It is able to demonstrate it will meet a community need
- It provides a financial benefit or return to Council
- It has the professional capacity and experience
- It does not generate income from gambling (including poker machines)
- It provides an economic benefit to the City of Marion

Leasing and Licensing of Council Owned Facilities Policy

4.1 (c) Council will consider a lease or licence agreement with a school or kindergarten where:

- The use does not impact on the broader community needs or result in a facility being used beyond its capacity
- Consideration is given to a contribution to the maintenance of the facilities used by the school, the level of contribution reflecting the level of use
- Fees are consistent with commercial fees, although a reduction may be considered to reflect the school's socio economic status, contribution to the ongoing maintenance and capital
- A school, DECD or other education body have appropriately contributed to the capital development of the facility they will be provided with exclusive use
  The school or kindergarten has adequate insurance

4.2 ANNUAL FEE

Sporting & Community (Not for Profit) Agreements

Rents for Sporting and Community (Not for Profit) agreement holders will be charged on the following basis:

- The annual rent will be calculated at a rate of 7% of the 'market rent' in accordance with Council's asset valuation data.
- The rent will be fixed for the duration of the term (up to 5 years) and will be reviewed on renewal of the lease or at the 5 year point to the rate of 7% of the 'market rent' in accordance with Council's asset valuation data applicable at the time.
- Where separately metered, agreement holders will be responsible for 100% of the cost of utilities consumed (with the exception of water which will be as detailed in this policy).
- Council will not on-charge the costs of buildings insurance or Council Rates to Sporting and Community (Not for Profit) agreement holders.
- Where the agreement is for the shared use of a multiple occupancy facility, Council administration may choose to apply a grossed-up rent which will include an element for contribution for a share of the outgoings costs for the premises based on reasonable estimated usage.
- Sporting and Community (Not for Profit) agreement holders will be required as a term of their agreement to meet Key Performance Outcomes (outlined in the Guidelines Procedure), and to provide evidence of meeting these outcomes on an annual basis, together with any other compliance documentation required by Council.
- A minimum fee of $300.00 (excluding GST) per annum shall be payable should the discounted rent be calculated at less than $300.00

Leasing and Licensing of Council Owned Facilities Policy

CITY OF MARION

Commercial Agreement Rent/Fees

Commercial Agreements will generally have a market rent or fee set to provide a commercial return to Council, however in selecting a commercial lessee, Council will have regard to how the proposed use or business will contribute to the delivery of the Strategic Plan and the likely impact or benefit to the community. This may affect the level of rent applied and would be subject to a Council resolution. Council will recover outgoings and legal expenses where applicable, in accordance with any restrictions imposed by the Retail and Commercial Leases Act 1995. Council Rates will be applicable for commercial lease agreements.

Rent Arrears and Non-Compliance

Where an agreement holder is in arrears with their invoiced rent and / or outgoings liabilities by a period of 120 days or more, or where an agreement holder has not supplied all required Key Performance Outcomes evidence (or subsidy information if on an historic agreement) and other required compliance documentation to Council within 120 days of an annual written request, then Administration will provide a report to Council at the next available General Meeting, subject to agenda preparation deadlines in place.

4.3 TERM OF AGREEMENT

Terms of agreement will not be greater than 5 years unless Council resolves to grant a longer term lease.

Where a lease or licence is to be granted for greater than 5 years and is located on Community Land community consultation will be undertaken in line with the Local Government Act 1999.

Where the term of the lease or licence is to be less than 5 years, and Section 20B of the Retail and Commercial Leases Act 1995 applies, the Lessees or Licensee shall be required to provide Council with a certificated exclusionary certificate duly signed by the Lessee's or Licensee's solicitor waiving the minimum statutory term of five years in the form required by the Act.

This certificate must be provided to the Council prior to the Lessee or Licensee taking possession of the premises.

4.4 MAINTENANCE, REPAIRS AND REPLACEMENTS

A comprehensive list of building items will be provided to organisations in the form of a Maintenance Schedule Annexure to the agreement which will clearly set out responsibilities. Council will take responsibility for structural items in buildings this will include items relating to footings, floor (not including coverings), walls (not including applied finishes), roof members and cladding and provision of services to the external walls.

4.5 UTILITIES, OUTGOINGS AND WASTE DISPOSAL

Organisations will be responsible for the cost of all utilities, outgoings and waste disposal associated with their operations. Council will work with organisations to assist them to

Leasing and Licensing of Council Owned Facilities Policy

implement environmental initiativessuch as waste reduction, recycling and energy efficient practices.

4.6 WATER USAGE

4.6 (a) Buildings

Where the lease or licence refers only to a building and there is no open space attached to the leased or licensed area then the Lessee/Licensee shall be responsible for the payment of all water and sewer charges levied against the leased area.

4.6 (b) Open Space

Where there is an associated playing field that is accessible to the general community the lessee/licensee will be responsible for 10% of the cost of the water used. Where the facility is fenced or not accessible to the community the lessee / licensee shall be responsible for the payment of all water and sewer charges levied.

Council encourages water conservation techniques and when considered appropriate shall place a cap on the amount contributed by Council. The amount of the cap shall be determined at the time of negotiating a lease or licence by Council. Access to stormwater reuse will be encouraged.
Where there are shared meters on the site consideration will be taken on community access to the site and the proportion will be negotiated with the organisation to ensure it is in line with like facilities.

4.7 SPORTING GROUNDS AND COURTS

Council maintains playing fields that are open to the public for passive recreational activities. There are some circumstances where Council may negotiate with a Club to take on the responsibility of maintaining sporting grounds which are specialist in nature such as bowling greens.

Council will work in partnership with tennis and netball clubs, peak bodies and other funding organisations when courts are required to be resurfaced. Clubs will be expected to contribute funds either through a combination of club funds, external grants or a loan from Council. In determining the club contribution consideration will be given where courts are made available for community use.

4.8 FLOOD LIGHTING

Council will be responsible for the regular inspecting of light poles and ensuring they are maintained; lessee and licensees will be responsible for the replacement of lamps.

Should a lessee/licensee seek to install new lights, they will be expected to make a financial contribution. Council will work in partnership with the lessee to seek external funding and/or negotiate a Council loan.

Leasing and Licensing of Council Owned Facilities Policy

CITY OF MARION

4.9 SUB-LETTING OR HIRING OUT OF LEASED FACILITIES

It will be a condition of the lease that all sub-letting arrangements will be in line with this Policy and that lessees must seek Council approval to the terms and conditions prior to sub- letting.

Where an organisation enters into a sub-licence for part or all of the premises to another club or a commercial activity, Council reserves the right to assist the sub-tenant in negotiating a sub-licence fee based on the nature and quantum of the sub-licence.

Clubs are encouraged to hire out facilities to maximise the use of the facilities and to generate income to support them to be sustainable. It is expected that these rates do not exclude the community from being able to access them due to the cost.

4.10 HARDSHIP

Where a Lessee/ Licensee is able to produce evidence that the fee will cause undue hardship (after subsidies are applied) then the Lessee or Licensee can make an application to Council seeking deferment of payment.

The City of Marion is under no obligation to accept such a request and will make its decision based on the financial position of the lessee or licensee at the time of making the application.

4.11 GAMING MACHINES

Council does not support the introduction or increase of gaming machines in premises on Council owned land for any new Lessee or Licensee.

4.12 POLITICAL SIGNS

Advertising of political parties, Member of Parliament, Elected Members and candidates for Parliament/Council be prohibited on Council owned premises.

4.13 LIQUOR LICENSE SUPPORT REQUESTS

Where agreement holders wish to apply for a new Liquor Licence, or apply for an amendment to an existing Liquor Licence, landowner consent and support will be required to be sought from Council. Requests will be assessed in accordance with Council's Liquor Licence Support Procedure.

Transitional Arrangements

The provisions of this Policy shall not apply to any existing leases or licenses to the extent that the provisions contained herein are not in accordance with the original agreement. When the renewal of that lease or licence is negotiated the provisions of this Policy will be applied fully.

Where no formal arrangement exists then the provisions of this Policy will be applied to negotiate a formal lease or licence is negotiated the provisions of this Policy will be applied fully.

Leasing and Licensing of Council Owned Facilities Policy

Where no formal arrangements exists then the provisions of this Policy will be applied to negotiate a formal lease or licence at the earliest opportunity.

5. DEFINITIONS

Term	*Definition*
Community Buildings	Buildings primarily available to facilitate community activities inline with Council's corporate strategies and community land management plans.
Community Club or Organisations	Organisations that are incorporated for the benefitof the community and any profit is distributed back into the facility and does not restrict its services to its members and provides one or more
Incorporated Body	Any Committee or Organisation that is incorporated under the Associations Incorporation Act 1985
Lease	Such agreements shall be used where the occupier has full and exclusive use ofthe premises.
License	Such agreements shall be used where the occupier does not have full andexclusive use of the premises
Maintenance	Means that facilities are maintained; in good repair and condition; conformto relevant legislation and codes; are free of graffiti and other acts of vandalism; and includes preventative maintenance approaches.
Non-community organisations	Organisations that are specifically a 'business' and are in business for the purpose of making a profit or which are so constituted that the assetsmay be distributed amongst the members of the organisations.
Open space	is leased outdoor facilities which is available for community use outside formal sporting use excluding sport related facilities such as clubrooms, storage sheds

6. ROLES AND RESPONSIBILITIES

Role	Responsibility
Unit Manager Land & Property	• Overall responsibility for ensuring compliance with this Policy.
Senior Property Officer	• Ensure documentation and responsibilities are compliant with this Policy, including inspections undertaken and compliance documentation provided. Reporting on arrears and non provision of requested compliance documentation to Council.

Leasing and Licensing of Council Owned Facilities Policy

Role	Responsibility
Property Officer	• Ensure documentation and responsibilities are compliant with this Policy, including inspections undertaken and compliance documentation provided.

7. REFERENCES

City of Marion

- Asset Management Plans
- Asset Management Policy
- City of Marion Community Vision – Towards 2040
- City of Marion Strategic Plan 2019-2029
- City of Marion Community Facilities Strategy – (under development)
- City of Marion Business Plan 2019-2023
- City of Marion Long Term Financial Plan
- Community Land Management Plans
- Disposal of Land and Assets Management Policy
- Irrigation Management Plan
- Public Consultation Policy and Public Consultation Procedure

Other

- Associations Incorporation Act 1985
- Development Act 1993
- Disability and Discrimination Act 1992
- Gaming Machines Act 1992
- Law of Property Act 1936
- Liquor Licensing Act 1997
- Local Government Act 1999
- Planning, Development and Infrastructure Act 2016
- Real Property Act 1886
- Retail and Commercial Leases Act 1995

8. REVIEW AND EVALUATION

This policy will be reviewed by Council every four years in accordance with the City of Marion Policy Framework or sooner if required.

Leasing and Licensing of Council Owned Facilities Policy

CITY OF MARION

Key Performance Outcomes for Sporting and Community (Not for Profit) Organisations

It will be a condition of Lease & Licence Agreements to sporting and community organisations that the below Key Performance Outcomes are achieved on an annual basis.

Good Governance

The organisation must demonstrate:

- Compliance with conditions of current or previous lease/licence agreements with Council
- Provision of Annual General Meeting reports and minutes including financial reports (to be audited upon request)
- Financial viability, have not incurred a debt with Council and have repaid any loans to Council in line with the loan agreement
- Quality Management is integrated into operations - capacity building, good governance and planning etc., evidenced through provision of an annual business plan, current constitution, policies and procedures etc.

Facility Utilisation

The organisation must:

- Provide evidence of membership/user/participant numbers and hours of use on an annual basis.
- Provide evidence of activities and initiatives undertaken to increase the utilisation of the facility
- Initiatives planned to increase use or participant numbers
- Evidence of shared use of the facility by the community and other community clubs and organisation to ensure optimal use of the facility.

Social Inclusion

The organisation must demonstrate:

- The activity or service they provide is non-discriminatory and is open to all residents who meet stated criteria for participation.
- The use of the facility will increase social inclusion, increase community participation and/or will promote health and well-being in the community.
- Activities pro-actively support wider social inclusion targets.

Volunteer Management

The organisation must demonstrate that it promotes, supports and develops volunteers.

Environmental Initiatives

The organisation must demonstrate that is promotes and implements environmental initiatives e.g. waste reduction, recycling, energy efficient practices including investments. e.g. solar panels.

Leasing and Licensing of Council Owned Facilities Policy

1. RATIONALE

Council provides an extensive range of facilities from multipurpose sites with playing fields, halls, community gardens, commercial, tennis and netball clubs, kindergartens etc. Leases or licenses are provided to a diverse range of organisations ranging from small community groups, sporting clubs, state government agencies to commercial entities.

The Policy provides guiding principles and statements that will form the negotiating position of Council as new leases are entered into for all organisations who occupy ~~council~~ Council owned facilities.

2. POLICY STATEMENT

City of Marion may lease or license Council owned or managed land to meet Council's strategic plans based on community priorities. ~~The aim of the policy is to~~Council will make land and building facilities available to groups or organisations on a fair and equitable basis to meet community needs and support the optimal use of facilities.

3. OBJECTIVES

The aim of the Policy is to ensure an equitable and consistent approach to leases and licenses which encourages benefit to the Marion community, high utilisation rates, diversity of use and supports organisations occupying Council facilities to be sustainable.

Council will ensure facilities are fit for purpose and the term and conditions of leases are equitable, consistent, support good governance, accountability and optimise the use of Council facilities.

The following principles guide the provision and management of Council owned facilities:

Community Benefit & Social Inclusion:

- Ensure Council -owned facilities are used to meet demonstrated community needs consistent with Council's policies and the Community Vision
- Optimise use of Council's community facilities and provide~~s~~ equitable and inclusive access by the City of Marion community
- Support and encourage diversity of programs and activities offered from Council facilities
- Assist not-for-profit and volunteer-based organisations that offer activities and services in the City of Marion
- Encourage active and healthy lifestyles

Good Governance & Accountability:

- Ensure a transparent and equitable process of granting new leases or licences and renewals by having clear assessment criteria
- Ensure lessees pay fair and reasonable rentals based on established eligibility criteria and calculation methodologies

Leasing and Licensing of Council Owned Facilities Policy

- Facilitate a shared approach between Council and lessees as to the cost of management and maintenance of Council -owned facilities~~,~~
- Ensure lessees are accountable for meeting operational responsibilities for venue management and meeting agreed targets
- Ensure sound financial management and effective administration of community facility leasing and licensing~~.~~
- Ensure that Council -owned facilities are appropriately maintained as Council assets

Environmental Sustainability:

- Ensure Council facilities maximise the use of solar, energy and water efficiency initiatives to reduce the environmental impact
- Encourage and support ~~Lessees~~ lessees to implement environmental initiatives

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This Policy applies to the leasing or licensing of Council owned or managed land and facilities.

Implementation

4.1 ELIGIBILITY FOR LEASE OR LICENCE

4.1 (a) Council will enter into a lease or licence agreement with a not-for-profit organisation, once the organisation can demonstrate its eligibility by meeting the relevant eligibility criteria to the reasonable satisfaction of Council Administration.

Council will prioritise access for use and occupancy of its community facilities for ~~locally based~~local, not-for-profit and organisations that will likely provide the best community outcomes for City of Marion residents in particular. Relevant criteria will be:

- ~~It is a n~~Not for profit organisation under Australian tax office definitions
- ~~It is an i~~Incorporated/legitimate body under the auspice of an incorporated body or under the auspice of an incorporated body
- ~~It has an~~ Australian Business Number (ABN)
- ~~It is f~~Financially viable by providing 3 years of annual financial statements to Council (where applicable)
- ~~It c~~Complies with relevant legislation and regulations governing its activities
- ~~It is able to d~~Demonstrate~~s it will~~ meeting a community need
- ~~It has g~~Good governance capability

4.1 (b) Council will consider a lease or licence agreement~~,~~ for a commercial organisation once the organisation demonstrates that it:

- ~~It is able to demonstrate it will~~ Will meet a community need
- ~~It provides a financial benefit or return to~~ Council
- ~~It h~~Has the professional capacity and experience
- ~~It d~~Does not generate income from gambling (including poker machines)
- ~~It p~~Provides an economic benefit to the City of Marion

Commented [MC1]: This addresses the priority for locally based CoM organisations.

Commented [TL2]: Same as bullet 5

Leasing and Licensing of Council Owned Facilities Policy

4.1 (c) Council will consider a lease or licence agreement with a school or kindergarten where:

- The use does not impact on the broader community needs or result in a facility being used beyond its capacity
- Consideration is given to a contribution to the maintenance of the facilities used by the school, with the level of contribution reflecting the level of use
- Fees are consistent with commercial fees, although a reduction may be considered to reflect the school's ~~socio economic~~socio-economic status, contribution to the ongoing maintenance and capital
- A school, Department for Education or other education body have appropriately contributed to the capital development of the facility they will be provided with exclusive use
- The school or kindergarten has adequate insurance

4.2 ANNUAL FEE

Sporting & Community (Not for Profit) Agreements

Rents for Sporting and Community (Not for Profit) agreement holders will be charged on the following basis:

- The annual rent will generally be calculated at a rate of 7% of the 'market rent' in accordance with Council's asset valuation data. Council may choose to resolve to charge a different percentage of the 'market rent', at its discretion, based upon its assessment of meeting the eligibility criteria set out in 4.1(a), in particular whether Council considers it to be locally based and will provide significant community outcomes particularly for City of Marion residents.
- The rent will be fixed for the duration of the term (up to 5 years) and will be reviewed on any renewal of the lease ~~or at the 5 year point~~ to the rate of 7% of the 'market rent' in accordance with Council's asset valuation data applicable at the time.
- Where separately metered, agreement holders will be responsible for 100% of the cost of utilities consumed, with the utility accounts in the name of the agreement holder where possible (with the exception of water which will be as detailed in this ~~policy~~Policy).
- Council will not on-charge the costs of building~~s~~ insurance or Council Rates to Sporting and Community (Not for Profit) agreement holders.
- Where the agreement is for the shared use of a multiple occupancy facility, Council ~~administration~~ Administration may choose to apply a grossed-up rent which will include an element for contribution for a share of the outgoings costs for the premises based on reasonable estimated usage.
- Sporting and Community (Not for Profit) agreement holders will be required ~~as a term of their agreement~~ to meet Key Performance Outcomes (outlined in the Guidelines Procedure), and to provide evidence of meeting these outcomes on an annual basis, together with any other compliance documentation required by Council.

Commented [MC3]: Administrative change only

Commented [MC4]: Gives Council the opportunity to resolve to charge a different % of market rent according to its assessment of community benefit / locally based.

Commented [MC5]: Administrative clarification

- A minimum fee of $300.00 (excluding GST) per annum ~~shall~~will be payable should the discounted rent be calculated at less than $300.00

Commercial Agreement Rent/Fees

Commercial Agreements will generally have a market rent or fee set to provide a commercial return to Council, however in selecting a commercial lessee, Council will have regard to how the proposed use or business will contribute to the delivery of the Strategic Plan and the likely impact or benefit to the community. This may affect the level of rent applied and would be subject to a Council resolution. Council will recover outgoings and legal expenses where applicable, in accordance with any restrictions imposed by the Retail and Commercial Leases Act 1995. Council Rates will be applicable for commercial lease agreements.

Rent Arrears and Non-Compliance

Where an agreement holder is in arrears with their invoiced rent and / or outgoings liabilities by a period of 120 days or more, or where an agreement holder has not supplied all required Key Performance Outcomes evidence (or subsidy information if on an historic agreement) and other required compliance documentation to Council within 120 days of an annual written request, then Administration will provide a report to Council at the next ~~available~~ General Meeting, subject to agenda preparation deadlines in place.

4.3 TERM OF AGREEMENT

Terms of agreement will not be greater than 5 years unless Council resolves to grant a longer term lease.

Where a lease or licence is to be granted for greater than 5 years and is located on Community Land, community consultation will be undertaken in line with the Local Government Act 1999.

Where the term of the lease or licence is to be less than 5 years, and Section 20B of the Retail and Commercial Leases Act 1995 applies, the ~~Lessees~~ lessees or ~~Licensee~~ licensee ~~shall~~will be required to provide Council with a certificated exclusionary certificate duly signed by the ~~Lessee's~~ lessee's or ~~Licensee's~~ licensee's solicitor waiving the minimum statutory term of five years in the form required by the Act.

This certificate must be provided to ~~the~~ Council prior to the ~~Lessee~~ lessee or ~~Licensee~~ licensee taking possession of the premises.

4.4 MAINTENANCE, REPAIRS AND REPLACEMENTS

A comprehensive list of building items will be provided to organisations in the form of a Maintenance Schedule Annexure to the agreement which will clearly set out responsibilities. Council will take responsibility for structural items in buildings this will include items relating to footings, floor (not including coverings), walls (not including applied finishes), roof members and cladding and provision of services to the external walls.

4.5 UTILITIES, OUTGOINGS AND WASTE DISPOSAL

Organisations will be responsible for the cost of all utilities, outgoings and waste disposal associated with their operations. Council will work with organisations to assist them to implement environmental initiatives such as waste reduction, recycling and energy efficient practices.

4.6 WATER USAGE

4.6 (a) Buildings

Where the lease or licence refers only to a building and there is no open space attached to the leased or licensed area then the ~~Lessee~~lessee/~~Licensee~~ licensee ~~shall~~will be responsible for the payment of all water and sewer charges levied against the leased area.

4.6 (b) Open Space

Where there is an associated playing field that is accessible to the general community, the lessee/licensee will be responsible for 10% of the cost of the associated playing field water used. In addition to the associated playing field and where the building or facility is fenced or not accessible to the community, the lessee / licensee ~~shall~~will be responsible for the payment of all water and sewer charges levied.

Commented [MC6]: Administrative clarification

Council encourages water conservation techniques and when considered appropriate ~~shall~~will place a cap on the amount contributed by Council. The amount of the cap ~~shall~~will ~~be~~ be determined at the time of negotiating a lease or licence by Council. Access to stormwater reuse will be encouraged.

Where there are shared meters on the site consideration will be taken on community access to the site and the proportion will be negotiated with the organisation to ensure it is in line with like facilities.

4.7 SPORTING GROUNDS AND COURTS

Council maintains playing fields that are open to the public for passive recreational activities. There are some circumstances where Council may negotiate with a Club to take on the responsibility of maintaining sporting grounds which are specialist in nature such as bowling greens.

Council will work in partnership with tennis and netball clubs, peak bodies and other funding organisations when courts are required to be resurfaced. Clubs will be expected to contribute funds either through a combination of club funds, external grants or a loan from Council. In determining the club contribution consideration will be given where courts are made available for community use.

Council reserves the right to charge agreement holders separately to the rent, for the use of sporting grounds and courts, in accordance with Council's Schedule of Fees and Charges.

Commented [MC7]: Provides the opportunity to chanrge separately for use of grounds and courts

4.8 FLOOD LIGHTING

Council will be responsible for the regular inspectionng of light poles and ensuring they are maintained; lessee and licensees will be responsible for the replacement of lamps.

Should a lessee/licensee seek to install new lights, they will be expected to make a financial contribution. Council will work in partnership with the lessee to seek external funding and/or negotiate a Council loan.

4.9 SUB-LETTING OR HIRING OUT OF LEASED FACILITIES

It will be a condition of the lease that all sub-letting arrangements will be in line with this Policy and that lessees must seek Council approval to the terms and conditions prior to sub- letting.

Where an organisation enters into a sub-licence or hire agreement for part or all of the premises to another club or a commercial activity, Council reserves the right to, at its discretion, ~~assist the sub-tenant in negotiating a~~ set a maximum sub-licence fee based on the nature and quantum of the sub-licence and the rent, charged by Council. ~~**OR** the sub-licence fee must not exceed that calculated using the same formula / methodology as Council has used for setting the lessee fee.~~

Clubs are encouraged to hire out facilities to maximise the use of the facilities and to generate income to support them to be sustainable. It is expected that these rates do not exclude the community from being able to access them due to the cost.

4.10 NEW AGREEMENTS AND RENEWALS

New Agreements

Newly built assets and vacant premises are generally offered for occupancy under an expression of interest process. This may be weighted to take into account the proposed use, community benefit, return on investment and strategic fit, whilst prioritising support for local~~ly based~~ not-for-profit organisations and/or local~~ly based~~ organisations that provide a particular benefit to the City of Marion community. Subject to a decision of Council, an exception may be applied to this where a community organisation has contributed in some form to the project, been re-located from an existing community facility, or in the case of an unsolicited proposal.

Renewals

Existing lessees and licensees will generally be given opportunity for lease / licence renewal in preference to any expression of interest or unsolicited proposal process. The Mayor and the relevant Ward Councillors will be given the opportunity to provide comment on any proposed lease or licence renewal prior to these being executed utilising any sub-delegations which may be in effect.

4.11 HARDSHIP

Where a ~~Lessee~~lessee/ ~~Licensee~~ licensee is able to produce evidence that the fee will cause undue hardship (after subsidies are applied) then the ~~Lessee~~ lessee or ~~Licensee~~ licensee can make an application to Council seeking deferment of payment.

Commented [MC8]: Includes shorter term sub agreements

Commented [MC9R8]: Reserve right to with hold landlord consent - proportionate?

Commented [MC10]: Gives Council control over how much a tenant can charge a sub agreement holder - addresses concerns raised about profiteering.

Commented [MC11]: Confirms process for new or vacant premises, but gives Council flexibility to resolve outside of this process in certain situations.

Commented [MC12]: Puts current process in to the Policy.

The City of Marion is under no obligation to accept such a request and will make its decision based on the financial position of the lessee or licensee at the time of making the application.

4.12 GAMING MACHINES

Council does not support the introduction or increase of gaming machines in premises on Council owned land for any new ~~Lessee~~ lessee or ~~Licensee~~licensee.

4.13 POLITICAL SIGNS

Advertising of political parties, Member of Parliament, ~~Elected~~ Council Members and candidates for Parliament/Council ~~be~~ is prohibited on Council owned premises.

4.14 LIQUOR LICENSE SUPPORT REQUESTS

Where agreement holders wish to apply for a new Liquor Licensee, or apply for an amendment to an existing Liquor Licensee, landowner consent and support will be required to be sought from Council. Requests will be assessed in accordance with Council's Liquor Licensee Support Procedure.

Transitional Arrangements

The provisions of this Policy ~~shall~~will not apply to any existing leases or licenses to the extent that the provisions contained herein are not in accordance with the original agreement. When the renewal of that lease or licence is negotiated the provisions of this Policy will be applied fully.

~~Where no formal arrangement exists then the provisions of this Policy will be applied to negotiate a formal lease or licence is negotiated the provisions of this Policy will be applied fully.~~

Where no formal arrangements exists then the provisions of this Policy will be applied to negotiate a formal lease or licence at the earliest opportunity.

Commented [MC13]: Tidying up an administrative previous drafting error.

5. DEFINITIONS

Term	*Definition*
Community Buildings	Buildings primarily available to facilitate community activities inline with Council's corporate strategies and community land management plans.
Community Club or Organisations	Organisations that are incorporated for the benefit of the community and any profit is distributed back into the facility and does not restrict its services to its members and provides one or more.
Incorporated Body	Any Committee or Organisation that is incorporated under the Associations Incorporation Act 1985.

Leasing and Licensing of Council Owned Facilities Policy

Term	Definition
Lease	Such agreements ~~shall~~will be used where the occupier has full and exclusive use of the premises.
License	Such agreements ~~shall~~will be used where the occupier does not have full and exclusive use of the premises.
Maintenance	Means that facilities are maintained; in good repair and condition; conform to relevant legislation and codes; are free of graffiti and other acts of vandalism; and includes preventative maintenance approaches.
Non-community organisations	Organisations that are specifically a 'business' and are in business for the purpose of making a profit or which are so constituted that the assets may be distributed amongst the members of the organisations.
Open space	Leased outdoor facilities which are available for community use outside formal sporting use excluding sport related facilities such as clubrooms, storage sheds.

6. ROLES AND RESPONSIBITIES

Role	Responsibility
Unit Manager Property & Facilities	• Overall responsibility for ensuring compliance with this Policy.
Team Leader Property	• Ensure documentation and responsibilities are compliant with this Policy, including inspections undertaken and compliance documentation provided. Reporting on arrears and non provision of requested compliance documentation to Council.
Property Officer	• Ensure documentation and responsibilities are compliant with this Policy, including inspections undertaken and compliance documentation provided.

Commented [MC14]: Administrative update to position titles following re-alignment.

7. REFERENCES

City of Marion

- Asset Management Plans
- Asset Management Policy
- City of Marion Community Vision – Towards 2040
- City of Marion Strategic Plan 2019-2029
- City of Marion Community Facilities Strategy – (under development)
- City of Marion Business Plan 2019-2023
- City of Marion Long Term Financial Plan
- Community Land Management Plans

- Disposal of Land and Assets Management Policy
- Irrigation Management Plan
- Public Consultation Policy and Public Consultation Procedure

Other

- Associations Incorporation Act 1985
- Development Act 1993
- Disability and Discrimination Act 1992
- Gaming Machines Act 1992
- Law of Property Act 1936
- Liquor Licensing Act 1997
- Local Government Act 1999
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8. REVIEW AND EVALUATION

This policy will be reviewed by Council every four years in accordance with the City of Marion Policy Framework or sooner if required.

Leasing and Licensing of Council Owned Facilities Policy

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It will be a condition of Lease ~~&~~ and Licence Agreements to sporting and community organisations that the below Key Performance Outcomes are achieved on an annual basis.

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The organisation must demonstrate:

- Compliance with conditions of current or previous lease/licence agreements with Council
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- Financial viability, have not incurred a debt with Council and have repaid any loans to Council in line with the loan agreement
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Facility Utilisation

The organisation must:

- Provide evidence of membership/user/participant numbers and hours of use on an annual basis.
- Provide evidence of activities and initiatives undertaken to increase the utilisation of the facility
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The organisation must demonstrate that it promotes, supports and develops volunteers.

Environmental Initiatives

The organisation must demonstrate that is promotes and implements environmental initiatives e.g. waste reduction, recycling, energy efficient practices including investments. e.g. solar panels.

Leasing and Licensing of Council Owned Facilities Policy

1. RATIONALE

Council provides an extensive range of facilities from multipurpose sites with playing fields, halls, community gardens, commercial, tennis and netball clubs, kindergartens etc. Leases or licenses are provided to a diverse range of organisations ranging from small community groups, sporting clubs, state government agencies to commercial entities.

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2. POLICY STATEMENT

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3. OBJECTIVES

The aim of the Policy is to ensure an equitable and consistent approach to leases and licenses which encourages benefit to the Marion community, high utilisation rates, diversity of use and supports organisations occupying Council facilities to be sustainable.

Council will ensure facilities are fit for purpose and the term and conditions of leases are equitable, consistent, support good governance, accountability and optimise the use of Council facilities.

The following principles guide the provision and management of Council owned facilities:

Community Benefit & Social Inclusion:

- Ensure Council owned facilities are used to meet demonstrated community needs consistent with Council's policies and the Community Vision
- Optimise use of Council's community facilities and provide equitable and inclusive access by the City of Marion community
- Support and encourage diversity of programs and activities offered from Council facilities
- Assist not-for-profit and volunteer-based organisations that offer activities and services in the City of Marion
- Encourage active and healthy lifestyles

Good Governance & Accountability:

- Ensure a transparent and equitable process of granting new leases or licences and renewals by having clear assessment criteria
- Ensure lessees pay fair and reasonable rentals based on established eligibility criteria and calculation methodologies

Leasing and Licensing of Council Owned Facilities Policy

- Facilitate a shared approach between Council and lessees as to the cost of management and maintenance of Council owned facilities
- Ensure lessees are accountable for meeting operational responsibilities for venue management and meeting agreed targets
- Ensure sound financial management and effective administration of community facility leasing and licensing
- Ensure that Council owned facilities are appropriately maintained as Council assets

Environmental Sustainability:

- Ensure Council facilities maximise the use of solar, energy and water efficiency initiatives to reduce the environmental impact
- Encourage and support lessees to implement environmental initiatives

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This Policy applies to the leasing or licensing of Council owned or managed land and facilities.

Implementation

4.1 ELIGIBILITY FOR LEASE OR LICENCE

4.1 (a) Council will enter into a lease or licence agreement with a not-for-profit organisation, once the organisation can demonstrate its eligibility by meeting the relevant eligibility criteria to the reasonable satisfaction of Council Administration.

Council will prioritise access for use and occupancy of its community facilities for local, not-for-profit and organisations that will likely provide the best community outcomes for City of Marion residents in particular. Relevant criteria will be:

- Not for profit organisation under Australian tax office definitions
- Incorporated/legitimate body under the auspice of an incorporated body or under the auspice of an incorporated body
- Australian Business Number (ABN)
- Financially viable by providing 3 years of annual financial statements to Council (where applicable)
- Complies with relevant legislation and regulations governing its activities
- Demonstrates meeting a community need
- Good governance capability

4.1 (b) Council will consider a lease or licence agreement for a commercial organisation once the organisation demonstrates that it:

- Will meet a community need
- Has the professional capacity and experience
- Does not generate income from gambling (including poker machines)
- Provides an economic benefit to the City of Marion

Leasing and Licensing of Council Owned Facilities Policy

4.1 (c) Council will consider a lease or licence agreement with a school or kindergarten where:

- The use does not impact on the broader community needs or result in a facility being used beyond its capacity
- Consideration is given to a contribution to the maintenance of the facilities used by the school, with the level of contribution reflecting the level of use
- Fees are consistent with commercial fees, although a reduction may be considered to reflect the school's socio-economic status, contribution to the ongoing maintenance and capital
- A school, Department for Education or other education body have appropriately contributed to the capital development of the facility they will be provided with exclusive use
- The school or kindergarten has adequate insurance

4.2 ANNUAL FEE

Sporting & Community (Not for Profit) Agreements

Rents for Sporting and Community (Not for Profit) agreement holders will be charged on the following basis:

- The annual rent will generally be calculated at a rate of 7% of the 'market rent' in accordance with Council's asset valuation data. Council may choose to resolve to charge a different percentage of the 'market rent', at its discretion, based upon its assessment of meeting the eligibility criteria set out in 4.1(a), in particular whether Council considers it to be locally based and will provide significant community outcomes particularly for City of Marion residents.
- The rent will be fixed for the duration of the term (up to 5 years) and will be reviewed on any renewal of the lease to the rate of 7% of the 'market rent' in accordance with Council's asset valuation data applicable at the time.
- Where separately metered, agreement holders will be responsible for 100% of the cost of utilities consumed, with the utility accounts in the name of the agreement holder where possible (with the exception of water which will be as detailed in this Policy).
- Council will not on-charge the costs of building insurance or Council Rates to Sporting and Community (Not for Profit) agreement holders.
- Where the agreement is for the shared use of a multiple occupancy facility, Council Administration may choose to apply a grossed-up rent which will include an element for contribution for a share of the outgoings costs for the premises based on reasonable estimated usage.
- Sporting and Community (Not for Profit) agreement holders will be required to meet Key Performance Outcomes (outlined in the Guidelines Procedure), and to provide evidence of meeting these outcomes on an annual basis, together with any other compliance documentation required by Council.
- A minimum fee of $300.00 (excluding GST) per annum will be payable should the

Leasing and Licensing of Council Owned Facilities Policy

discounted rent be calculated at less than $300.00

Commercial Agreement Rent/Fees

Commercial Agreements will generally have a market rent or fee set to provide a commercial return to Council, however in selecting a commercial lessee, Council will have regard to how the proposed use or business will contribute to the delivery of the Strategic Plan and the likely impact or benefit to the community. This may affect the level of rent applied and would be subject to a Council resolution. Council will recover outgoings and legal expenses where applicable, in accordance with any restrictions imposed by the Retail and Commercial Leases Act 1995. Council Rates will be applicable for commercial lease agreements.

Rent Arrears and Non-Compliance

Where an agreement holder is in arrears with their invoiced rent and / or outgoings liabilities by a period of 120 days or more, or where an agreement holder has not supplied all required Key Performance Outcomes evidence (or subsidy information if on an historic agreement) and other required compliance documentation to Council within 120 days of an annual written request, then Administration will provide a report to Council at the next General Meeting, subject to agenda preparation deadlines in place.

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Terms of agreement will not be greater than 5 years unless Council resolves to grant a longer term lease.

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This certificate must be provided to Council prior to the lessee or licensee taking possession of the premises.

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4.5 UTILITIES, OUTGOINGS AND WASTE DISPOSAL

Organisations will be responsible for the cost of all utilities, outgoings and waste disposal associated with their operations. Council will work with organisations to assist them to

Leasing and Licensing of Council Owned Facilities Policy

implement environmental initiatives such as waste reduction, recycling and energy efficient practices.

4.6 WATER USAGE

4.6 (a) Buildings

Where the lease or licence refers only to a building and there is no open space attached to the leased or licensed area then the lessee/licensee will be responsible for the payment of all water and sewer charges levied against the leased area.

4.6 (b) Open Space

Where there is an associated playing field that is accessible to the general community, the lessee/licensee will be responsible for 10% of the cost of the associated playing field water used. In addition to the associated playing field and where the building or facility is fenced or not accessible to the community, the lessee / licensee will be responsible for the payment of all water and sewer charges levied.

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Council reserves the right to charge agreement holders separately to the rent, for the use of sporting grounds and courts, in accordance with Council's Schedule of Fees and Charges.

4.8 FLOOD LIGHTING

Council will be responsible for the regular inspection of light poles and ensuring they are maintained; lessee and licensees will be responsible for the replacement of lamps.

Should a lessee/licensee seek to install new lights, they will be expected to make a financial

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contribution. Council will work in partnership with the lessee to seek external funding and/or negotiate a Council loan.

4.9 SUB-LETTING OR HIRING OUT OF LEASED FACILITIES

It will be a condition of the lease that all sub-letting arrangements will be in line with this Policy and that lessees must seek Council approval to the terms and conditions prior to sub- letting.

Where an organisation enters into a sub-licence or hire agreement for part or all of the premises to another club or a commercial activity, Council reserves the right to, at its discretion, set a maximum sub-licence fee based on the nature and quantum of the sub-licence and the rent, charged by Council.

Clubs are encouraged to hire out facilities to maximise the use of the facilities and to generate income to support them to be sustainable. It is expected that these rates do not exclude the community from being able to access them due to the cost.

4.10 NEW AGREEMENTS AND RENEWALS

New Agreements

Newly built assets and vacant premises are generally offered for occupancy under an expression of interest process. This may be weighted to take into account the proposed use, community benefit, return on investment and strategic fit, whilst prioritising support for local not-for-profit organisations and/or local organisations that provide a particular benefit to the City of Marion community. Subject to a decision of Council, an exception may be applied to this where a community organisation has contributed in some form to the project, been re-located from an existing community facility, or in the case of an unsolicited proposal.

Renewals

Existing lessees and licensees will generally be given opportunity for lease / licence renewal in preference to any expression of interest or unsolicited proposal process. The Mayor and the relevant Ward Councillors will be given the opportunity to provide comment on any proposed lease or licence renewal prior to these being executed utilising any sub-delegations which may be in effect.

4.11 HARDSHIP

Where a lessee/ licensee is able to produce evidence that the fee will cause undue hardship (after subsidies are applied) then the lessee or licensee can make an application to Council seeking deferment of payment.

The City of Marion is under no obligation to accept such a request and will make its decision based on the financial position of the lessee or licensee at the time of making the application.

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4.12 GAMING MACHINES

Council does not support the introduction or increase of gaming machines in premises on Council owned land for any new lessee or licensee.

4.13 POLITICAL SIGNS

Advertising of political parties, Member of Parliament, Council Members and candidates for Parliament/Council is prohibited on Council owned premises.

4.14 LIQUOR LICENSE SUPPORT REQUESTS

Where agreement holders wish to apply for a new Liquor License, or apply for an amendment to an existing Liquor License, landowner consent and support will be required to be sought from Council. Requests will be assessed in accordance with Council's Liquor License Support Procedure.

Transitional Arrangements

The provisions of this Policy will not apply to any existing leases or licenses to the extent that the provisions contained herein are not in accordance with the original agreement. When the renewal of that lease or licence is negotiated the provisions of this Policy will be applied fully.

Where no formal arrangements exists then the provisions of this Policy will be applied to negotiate a formal lease or licence at the earliest opportunity.

5. DEFINITIONS

Term	*Definition*
Community Buildings	Buildings primarily available to facilitate community activities inline with Council's corporate strategies and community land management plans.
Community Club or Organisations	Organisations that are incorporated for the benefit of the community and any profit is distributed back into the facility and does not restrict its services to its members and provides one or more.
Incorporated Body	Any Committee or Organisation that is incorporated under the Associations Incorporation Act 1985.
Lease	Such agreements will be used where the occupier has full and exclusive use of the premises.
License	Such agreements will be used where the occupier does not have full and exclusive use of the premises.
Maintenance	Means that facilities are maintained; in good repair and condition; conform to relevant legislation and codes; are free of graffiti and other acts of vandalism; and includes preventative

Leasing and Licensing of Council Owned Facilities Policy

Term	Definition
	maintenance approaches.
Non-community organisations	Organisations that are specifically a 'business' and are in business for the purpose of making a profit or which are so constituted that the assets may be distributed amongst the members of the organisations.
Open space	Leased outdoor facilities which are available for community use outside formal sporting use excluding sport related facilities such as clubrooms, storage sheds.

6. ROLES AND RESPONSIBITIES

Role	Responsibility
Unit Manager Property & Facilities	• Overall responsibility for ensuring compliance with this Policy.
Team Leader Property	• Ensure documentation and responsibilities are compliant with this Policy, including inspections undertaken and compliance documentation provided. Reporting on arrears and non provision of requested compliance documentation to Council.
Property Officer	• Ensure documentation and responsibilities are compliant with this Policy, including inspections undertaken and compliance documentation provided.

7. REFERENCES

City of Marion

- Asset Management Plans
- Asset Management Policy
- City of Marion Community Vision – Towards 2040
- City of Marion Strategic Plan 2019-2029
- City of Marion Community Facilities Strategy – (under development)
- City of Marion Business Plan 2019-2023
- City of Marion Long Term Financial Plan
- Community Land Management Plans
- Disposal of Land and Assets Management Policy
- Irrigation Management Plan
- Public Consultation Policy and Public Consultation Procedure

Other

- Associations Incorporation Act 1985
- Development Act 1993
- Disability and Discrimination Act 1992

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- Gaming Machines Act 1992
- Law of Property Act 1936
- Liquor Licensing Act 1997
- Local Government Act 1999
- Planning, Development and Infrastructure Act 2016
- Real Property Act 1886
- Retail and Commercial Leases Act 1995

8. REVIEW AND EVALUATION

This policy will be reviewed by Council every four years in accordance with the City of Marion Policy Framework or sooner if required.

Leasing and Licensing of Council Owned Facilities Policy

CITY OF MARION

Key Performance Outcomes for Sporting and Community (Not for Profit) Organisations

It will be a condition of Lease and Licence Agreements to sporting and community organisations that the below Key Performance Outcomes are achieved on an annual basis.

Good Governance

The organisation must demonstrate:

- Compliance with conditions of current or previous lease/licence agreements with Council
- Provision of Annual General Meeting reports and minutes including financial reports (to be audited upon request)
- Financial viability, have not incurred a debt with Council and have repaid any loans to Council in line with the loan agreement
- Quality Management is integrated into operations - capacity building, good governance and planning etc., evidenced through provision of an annual business plan, current constitution, policies and procedures etc.

Facility Utilisation

The organisation must:

- Provide evidence of membership/user/participant numbers and hours of use on an annual basis.
- Provide evidence of activities and initiatives undertaken to increase the utilisation of the facility
- Initiatives planned to increase use or participant numbers
- Evidence of shared use of the facility by the community and other community clubs and organisation to ensure optimal use of the facility.

Social Inclusion

The organisation must demonstrate:

- The activity or service they provide is non-discriminatory and is open to all residents who meet stated criteria for participation.
- The use of the facility will increase social inclusion, increase community participation and/or will promote health and well-being in the community.
- Activities pro-actively support wider social inclusion targets.

Volunteer Management

The organisation must demonstrate that it promotes, supports and develops volunteers.

Environmental Initiatives

The organisation must demonstrate that is promotes and implements environmental initiatives e.g. waste reduction, recycling, energy efficient practices including investments. e.g. solar panels.

11.12 Grants and Contributions Policy	
Report Reference	GC230725R11.12
Originating Officer	Manager Community Connections – Merran Fyfe
Corporate Manager	Manager Community Connections - Merran Fyfe
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

The purpose of this report is for Council to consider and adopt the reviewed Grants and Contributions Policy, included as attachment 1 to this report.

EXECUTIVE SUMMARY

The Donations and Sponsorship Policy (due for review) and the Grants Policy (due for review in 2024) have been combined into one simplified policy presented with this report as the Grants and Contributions Policy.

The one policy covers designated funding programs that support and enable initiatives, projects, activities, and events for the community including funds distributed via grants and community funds, and includes sponsorship, in-kind support, and donations. The new policy includes consideration of Council endorsed guidelines and assessment matrix that support decision making regarding the distribution of these funds, and where Council reporting is required prior to the distribution of funds.

The policy supports the administration to continue managing smaller allocations (e.g., Community Event Fund) as needed throughout the year, with some to be reported to Council annually post distribution of funds.

Following feedback received at the Forum on Tuesday 4 July 2023 (FORUM230704R1.3), the Grants and Contributions Policy now clarifies Council's desired position regarding donations of funds to external bodies. The updated policy does not prevent this occurring, however, stipulates any such request that is considered an exceptional circumstance will be determined through Council resolution if the individual / group enquiring is not accepting of administration's response. Administration will continue to assess requests for financial support, and direct applicants to appropriate funding available through existing streams (e.g., Community Grants, Youth Achievement Grants, Community Event Fund, etc).

RECOMMENDATION

That Council:

1. **Adopts the Grants and Contributions Policy (Attachment 1).**

ATTACHMENTS

1. Grants and Contributions Policy NEW [**11.12.1** - 5 pages]

Grants and Contributions Policy

1. RATIONALE

The City of Marion recognises and values the role of individuals, community groups and organisations in contributing to the support and development of its diverse community. Council offers a range of funding programs to support and enable eligible applicants to deliver local initiatives, projects, activities, and events that strengthen community connections and wellbeing across the city.

This policy gives an overview of the various types of monetary and in-kind contributions that City of Marion makes to individuals, groups, not-for-profits, businesses, and organisations. It acts as an overarching Policy, acknowledging that specific funding programs have separate guidelines and approval processes.

2. POLICY STATEMENT

The City of Marion acknowledges its responsibility to manage distribution of funds in relation to funding programs through grants and contributions with probity, integrity, transparency, and equity. City of Marion values the many ways that individuals, groups, not-for-profits, businesses, and organisations create, engage in, deliver, and promote community initiatives and endeavours that enhance the quality of life for City of Marion's residents by partnering through grants and contributions.

3. OBJECTIVES

This policy aims to:

- Provide an accessible, transparent, and equitable process for applicants to seek funding through any one of the identified funding programs.~~;~~
- Assist eligible individuals, groups, not-for-profits, businesses and organisations with resources for community programs and initiatives to directly benefit the residents of the City of Marion in line with guidelines for each funding program.~~;~~
- Provide a coordinated and transparent approach to the City of Marion's decision-making process for community requests for funding support (monetary and in-kind).

4. POLICY SCOPE AND IMPLEMENTATION

Scope

This policy is intended for use by ~~the Community Connections Division~~ staff who are responsible for administering the various community focussed funding programs and/or requests for funding. The Grants and Contributions Policy supports a range of funding programs and/or requests in the following ways~~including~~:

- Community Grants
- Youth Grants
- Youth Achievement Grants
- Community Events Fund
- ~~Donations and Sponsorships~~
- In kind support

Grants and Contributions Policy

Any requests for donations will not be accepted. If considered an exceptional circumstance (e.g., a request to provide funds towards a ~~significant~~ humanitarian appeal~~s~~ such as flood, fire, earthquakes, other emergency / crisis event or an event or circumstance not covered by this policy) where the applicant is not accepting of staff's position in relation to the matter, it will be ~~referred to CEO (or delegate) and/or~~ presented to Council for consideration. ~~based on the merits of the individual request.~~

Staff will not administer donations unless determined by Council Resolution.

Eligibility

To be eligible to apply for support in accordance with this policy, the applicant must be an individual, group, not-for-profit, business or organisation located within the City of Marion or providing a direct service that demonstrably contributes to the wellbeing and development of the City of Marion community. Additionally, the applicant must meet any eligibility criteria set out in guidelines associated with the funding program they are applying for (if applicable).

Access, Application and Assessment Process

All funding programs will be promoted across the City of Marion in a manner that will allow maximum opportunities for community awareness of the programs, including all being listed on the City of Marion website. The application process required for each funding program will be provided on the City of Marion website. ~~All a~~Applications may be required to submit ~~will be received~~ via an online application form~~s~~.

Applications for Community Grants and Youth Grants will be assessed in line with endorsed guidelines and assessment matrix. Council will receive a report for consideration and decision/approval in relation to these funding programs prior to distribution of funds.

Staff will assess and administer funding for all other funding programs related to this policy, with Council to receive a summary report detailing the Community Event Fund expenditure post the conclusion of each financial year.

5. DEFINITIONS

Term	*Definition*
Applicant	An individual, group, not-for-profit, business and/or organisations applying to City of Marion for a c~~C~~ontribution.
Assessor	City of Marion employee or employees managing enquiries or undertaking the assessment of the application for a contribution.
Contribution	Provision of support by means of Donation, Grant, In-kind support, or Sponsorship in relation to endeavours covered within this policy.

Grants and Contributions Policy

CITY OF MARION

Term	Definition
Donation	Voluntary contribution provided without expectation of commercial return.
Funding Program	Is a specific program or project, with a specific purpose or targeted audience each with a distinct budget. Each City of Marion funding program has separate guidelines or criteria that must be observed when applying and assessing for funding.
Grant	Money provided, conditionally upon application to a specific program/purpose (e.g., Community Grants Program) directed at achieving goals and objectives consistent with this policy, grant guidelines and strategic direction. The recipient is selected on merit and grants are provided without expectation of commercial return.
In-kind support	A contribution of goods or services other than money. The City of Marion might provide reduced fees or charges (e.g., venue hire, traffic management, publicity in Council publication) or via staff support, use of Council's logo, etc. In-kind support will be decided at the discretion of the assessor.
Not-for-profit	An organisation whose constitution states that any profits or surpluses must be used to further the objectives of the organisation rather than benefit an individual.
Sponsorship	A contractual business arrangement whereby the Sponsor (City of Marion), for a specified term, provides a specified amount of contribution in cash and/or in-kind ("contra") compensated with a specified negotiated commercial benefit(s). Benefits may include the right to public recognition or association with a service, program event, activity, a particular individual, infrastructure, or association.

6. ROLES AND RESPONSIBILITIES

Acquittals
Any unspent funds may be required to be returned to Council. Applicants who do not complete an acquittal report (where applicable) within the designated timeframe or by other agreed date may be ineligible for any future funding.

Role	Responsibility
Manager Community Connections	• For the implementation and management of this policy.

Grants and Contributions Policy

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Role	Responsibility
	• For the review of this policy, including any minor updates if and when funding programs change.
Employees Managing Contributions	• Responsible for the ongoing management of contribution requests determined by the program guidelines, including but not limited to determining eligibility, determining the appropriate stream or process for potential funding or support, any additional support required by the applicant to make an application and under which decision-making process the application is to proceed. • Those undertaking assessor roles will do so in consultation with relevant guidelines and reporting responsibilities relevant to each funding program. • Applications that are not eligible for an existing funding program may be deferred to CEO (or delegate) or Council for assessment (e.g., via Council Report). • Council will receive a report for decision outlining Community Grant and Youth Grant applications following the closure of each grant round, and prior to these funds being distributed. • Council receives an annual report for noting regarding the Community Event Fund. This is a summary report detailing successful recipients for the previous financial year. •
Applicants seeking Contributions	• To ensure applications are accurate, timely and with the required details for assessment, the applicant should endeavour to provide the required information in the format and via the method requested. This information, when confirmed throughout each funding cycle, will be made readily available from City of Marion's website. • Successful applicants may be required to provide upon completion of the activity/program/sponsorships, a statement/report specifying how funds were expended. Applicants are encouraged to refer to reporting requirements as provided within guidelines associated with specific programs, or their agreement, to determine reporting requirements. Any unspent funds will be required to be returned to Council.

7. REFERENCES

City of Marion

- City of Marion Strategic Plan 2017-2027
- Community Plan – Towards 2040
- City of Marion Business Plan 2019-2023

Grants and Contributions Policy

- City of Marion Equity, Access and Social Inclusion Policy
- City of Marion Youth Engagement and Consultation Report 2019-2023
- Community Grants Guidelines
- Youth Grants Guidelines
- Youth Achievement Grants Guidelines
- Community Events Fund Guidelines

8. REVIEW AND EVALUATION

This policy will be reviewed once during a term of Council.

12 Corporate Reports for Information/Noting

12.1 Questions Taken on Notice Register	
Report Reference	GC230725R12.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Ryles
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

REPORT OBJECTIVE

To receive and note the information contained within the *Questions Taken on Notice Register* provided in Attachment 1.

EXECUTIVE SUMMARY

At the 8 May 2018 General Council meeting Council resolved that (GC080518M01):

> *Questions without Notice that were not answered at the same meeting will be entered into a register. This register will be tabled as an information report at the following meeting.*

Under Regulation 9 of the *Local Government (Procedures at Meetings) Regulations 2013* (The Regulations):

(3) A member may ask a question without notice at a meeting.

(4) The presiding member may allow the reply to a question without notice to be given at the next meeting.

(5) A question without notice and the reply will not be entered in the minutes of the relevant meeting unless the members present at the meeting resolve that an entry should be made.

RECOMMENDATION

That Council:

1. **Notes the report 'Questions Taken on Notice Register'.**

ATTACHMENTS

1. QON Register GC230725 [**12.1.1** - 1 page]

Attachment 1

Questions Taken on Notice Register

Report Reference	Meeting Date	Councillor	Responsible Officer	Question taken on notice during the meeting	Response
GC230627R12.13	27 June 023	Councillor Joseph Masika	Manager City Property – Thuyen Vi-Alternetti	**Question in relation to, Marion Cultural Centre Plaza Update and Community Land Revocation** The café owner has requested to be allowed to put an A frame up to advertise their business, but they have never received their permit for all the years they've been there. Is there a reason behind this?	Café owner consent has been granted however development approval is required and has not been sought by the café owner. Staff have met with café owner to clarify process moving forward.

12.2 SRWRA Board Meeting 26 June 2023 - Constituent Council Information Report	
Report Reference	GC230725R12.2
Originating Officer	General Manager Corporate Services - Angela Allison
Corporate Manager	- N/A
General Manager	General Manager Corporate Services - Angela Allison

REPORT HISTORY

This Standing Report follows each SRWRA Board meeting to provide an update of matters considered by the SRWRA Board.

REPORT OBJECTIVE

Present the Constituent Council Information Report from SRWRA Board Meeting, 26 June 2023.

EXECUTIVE SUMMARYS

Southern Region Waste Resource Authority (SRWRA) is a regional subsidiary established by the Cities of Onkaparinga, Marion and Holdfast Bay (the "Constituent Councils"), pursuant to Section 43 of the Local Government Act 1999. The functions of SRWRA include providing and operating waste management services on behalf of the Constituent Councils.

In accordance with Section 4.5.2 of the SRWRA Charter – 2022, there shall be at least six ordinary meetings of the Board held in each financial year.

Furthermore, Section 4.5.11 states that prior to the conclusion of each meeting of the Board, the Board must identify which agenda items considered by the Board at that meeting will be the subject of an information report to the Constituent Councils.

In accordance with the above, the Information Report from the Board Meeting held on 26 June 2023 is provided for Members' information.

RECOMMENDATION

That Council:

1. **Notes the Constituent Council Information Report from SRWRA Board Meeting, 26 June 2023.**

ATTACHMENTS

1. SRWRA Constituent Council Information Report - June 2023 [**12.2.1** - 2 pages]

SRWRA
Southern Region Waste Resource Authority

Constituent Council Information Report

PUBLIC

Board Meeting Date: 26 June 2023

Report By: Chief Executive Officer

In accordance with Section 4.5.11 of the *Southern Region Waste Resource Authority Regional Subsidiary Charter - 2022*, the SRWRA Board identified the following Agenda Items to be the subject of a Public Information Report to the Constituent Councils (Cities of Onkaparinga, Marion, and Holdfast Bay).

Report Name	Report Summary
SRWRA Board Representative Audit & Risk Committee	The term of the SRWRA Board representative and proxy to the Audit & Risk Committee expires on 1 September 2023. The Board appointed Mark Booth as their representative and John Smedley as the proxy, with membership of the Audit & Risk Committee made up of a SRWRA Board Member and three independent members nominated by the constituent councils.
SRWRA Chairperson Allowance Review	The SRWRA Chairperson Allowance is reviewed annually, taking into consideration the workload, movements in CPI and equivalent board roles in the local government sector. This review is in line with the SRWRA Chairperson Allowance Review Policy.
SRWRA Draft Business Plan, Budget & LTFP FY24	The SRWRA Draft Business Plan, Budget, and Long-Term Financial Plan for FY24 was tabled for adoption, following circulation to the constituent councils for feedback during May and June. The adopted budget forecasts a surplus of $604,000, with capital expenditure of $4.1 million.
Risk Management Reporting	SRWRA provides quarterly risk management reporting to the Audit & Risk Committee and the Board, this includes regular reviews of the SRWRA risk register and identification of new and emerging risks.

Constituent Council Information Report – Public

Report Name	Report Summary
Chief Executive Officer's Report	The CEO summarised key activities over the last few months: • The Southern Materials Recovery Facility (SMRF) joint venture committee meets every two months, discussions include operational efficiencies and commodity markets, with some SMRF products impacted by a drop in demand for some commodities. • The Southern Recycling Centre is continuing to perform strongly, monitoring of tonnages received from the City of Holdfast Bay is continuing, to assess the impact of the introduction of weekly FOGO in this council area. • The Department of Infrastructure and Transport (DIT) has advised that it will delay the implementation of the ban on right hand turns out of Bakewell Drive onto Main South Road, until an upgrade of the Ostrich Farm Road / Victor Harbor Road intersection is complete. • An upgrade of Ostrich Farm Road is now the key activity required to improve SRWRA site access. • SRWRA is continuing to develop a communication and education strategy to address demand for facility tours, information on our services and interest in the waste and recycling sector generally. Workshops have been held with key stakeholders, including constituent councils, as part of the development of this strategy. • The level of engagement at workshops, particularly amongst council education officers was very high, with a range of good ideas and feedback coming out of these sessions. • Information on the history of SRWRA from 1975 to the current day is now available on our website and fact sheets about our services and how different waste streams are managed and processed are being developed, these will be available on our website and for council education officers as a resource. • SRWRA offers regular Board member development opportunities, these include the 2023 Australian Landfill and Transfer Stations Conference in June. These are opportunities for the Board members to engage with other members of the waste industry and increase their knowledge of all things waste.
Next Meeting	The next scheduled meeting date for the SRWRA Board is Monday 21 August 2023

12.3 Councillor Hoffmann Communication Report - ALGA NGA 2023	
Report Reference	GC230725R12.3
Originating Officer	Unit Manager Governance and Council Support – Victoria Moritz
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

The purpose of this report is to provide a communication report from Councillor Hoffmann on her attendance at the Australian Local Governmetn Association (ALGA) conference and is provided in accordance with the Council Member Training and Development Policy. Councillor Hoffmann has previously provided an informal verbal update at the General Council meeting on 27 June 2023 (GC230627R5.1).

EXECUTIVE SUMMARY

The Australian Local Government Association (ALGA) held its annual National General Assembly of Local Government (NGA), between Tuesday 13 to Friday 16 June in Canberra, focusing on the theme of “our communities, our future”. Councillor Hoffmann attended the forum on behalf of the Council. The NGA attracts mayors, shire presidents, staff and councillors across Australia, to consider how local government can partner with the Federal Government on continually delivering a better future for communities. This year, the NGA featured an extensive program focussing on how local governments were working with communities and vulnerable members, mitigating climate change and effects of cost-of-living pressures in local government.

The link below provides full details of the conference.

NGA 2023 - Virtual Portal

RECOMMENDATION

That Council:

1. **Receives and notes the report *‘Councillor Hoffmann - Communication Report on ALGA NGA 2023 Attendance’***

Report by Councillor Hoffmann:

The ALGA conference was held in Canberra from 13 – 16 June 2023 which gathered over a thousand representative and staff to discuss current issues and challenges within metropolitan, regional or rural communities. As a representative of the City of Marion, it was my great honour to meet hardworking Mayors, councillors and staff to hear their stories and what affects them the most as they lead their community to the later part of 2023 and beyond.

Some overall statistics include:

- 537 Councils represented.
- 1,100 Council Members and staff.
- 11 panels
- 7 guest speakers
- 3 opening addresses

There were 145 Motions, ranging from:

- Finance and Funding
- Transport and Infrastructure
- Skills and Workforce
- Emergency Management
- Housing and Homelessness
- Climate Change and Energy
- Community wellbeing
- Circular economy
- Environment and Biodiversity

The president's address by Councillor Linda Scott was impressive and set the tone for the conference with her speech on unity, innovation, and advocacy at the national level and worth the 28 minutes. In essence, 'we' are asked to do more with less and continue to deliver a high standard of services against the backdrop of rising costs and challenging economic times. One of the main messages was the restoration of 1% of the Commonwealth Taxation Revenue for the Federal Assistance Grants. Currently it sits at 0.5%

I also bring your attention to three presentations. The first one was by keynote speaker: Ms Jennifer Michelmore, CEO, Studio THI, presenting 'Leading communities through Change'. Jennifer Michelmore is an accomplished urbanist and designer, with a degree in Industrial Design at the Queensland University of Technology (QUT), and has an established career in community development, strategy, and change. She spoke for 35 minutes on Urban change principles and design/innovation across a number or major urban development projects, underpinned by empirical research and she was impressive. I invite you to read/listen to her presentation as she had a lot to offer and advise within rejuvenating urban landscapes of which the City of Marion embodies.

The second impressive keynote speaker was Mr. Saul Griffith, 'Rewiring Australia' Mr. Griffith is an engineer and entrepreneur, who has specialized in clean and renewable energy technologies over the past 20 years and now has switched his focus to policy work, within the genre of electrification and decarbonization. Mr. Griffith presents the impact of climate change globally, and how we can tackle this issue through legislation, economics and innovation. It was complex, academic and thought provoking and I could barely keep up with the ideas he was presenting. This presentation resonated with me as we, Council Member are carriaged with the responsibility of shaping and setting the footprint for renewable energies and strategies for the City of Marion for future generations.

The third presentation I bring your attention to is 'Panel: Australia's Affordable Housing Crisis' by Nathan Dal Bon, CEO, National Housing Finance and Investment Corporation Wendy Hayhurst, CEO, Community Housing Industry Association. Affordable housing is currently a topical and political issue in the context of spiraling rental prices and rising mortgage costs, margalising the most vulnerable who are in a trap in the rental market cycle who feel very helpless. This presentation spoke of the real and concrete steps local governments can take towards affordable housing through planning, strategy and good governance.

Lastly, as I have reiterated, the motions were the hero of the whole conference, and it was an absolute joy to watch people of all different backgrounds and persuasions to talk, advocate and speak with such passion for their peoples and broader communities. Again, I invite you to click at random to listen to the kind of ideas and innovation discussed and voted on.

I thank the Mayor, CEO and Council Members for endorsing me to attend.

ATTACHMENTS

Nil

12.4 Work Health and Safety Report	
Report Reference	GC230725R12.4
Originating Officer	Unit Manager WHS – Mark Jentsch
Corporate Manager	Manager People and Culture - Sarah Vinall
General Manager	Chief Executive Officer - Tony Harrison

REPORT OBJECTIVE

To provide Council with an update on Work Health and Safety (WHS) performance.

EXECUTIVE SUMMARY

Proactive reporting of near miss (Report Only) incidents has increased substantially throughout FY 2022/23.
Lost Time Injuries have remained static with 6 reported for the year, whereas 5 were reported for FY 2021/22. It should be noted that one of the claims for FY 2022/23 is attributed to psychological symptoms caused by the claims management of an existing injury and has been recorded by LGAWCS as a separate LTI.

RECOMMENDATION

That Council:

1. **Notes the report and statistical data contained therein.**

DISCUSSION

Hazard and Near Miss Reports (Internal WHS SkyTrust reporting data)

Historical statistics inform us that when there is a healthy culture of proactive reporting, there is a consequential reduction in injuries to workers. Hazards and Report Only are reported to date for this financial year and are outlined in Table 1. They can be compared against those reported last financial year which are outlined in Table 2.

Table 1: Hazard Reports - Financial Year 2022/23

Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Total	Ave
3	10	11	9	7	0	4	4	3	1	4	3	**59**	**4.9**

Table 2: Report Only - Financial Year 2022/23

Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Total	Ave
6	1	4	2	2	2	1	3	6	0	2	2	**31**	**2.6**

Table 3: Hazard Reports - Financial Year 2021/22

Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total	Ave
3	2	3	5	1	1	1	5	4	1	2	7	**35**	**2.9**

Table 4: Report Only - Financial Year 2021/22

Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total	Ave

3	2	1	1	2	5	1	3	5	2	3	6	**34**	**2.8**

Lost Time Injuries Reported (Skytrust reporting data)

Lost Time Injuries (LTI's) are those injuries where a whole workday or more has been lost due to a workplace injury. LTI's reported to date for this financial year are presented in Table 3 and can be compared against those reported last financial year which are presented in Table 4.

Table 5 provides description of the LTI's for the current financial year.

Table 5: Number of LTI's per month - Financial Year 2022/23

Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Total
1	1	2	1	0	0	0	1	0	0	0	0	**6**

Table 6: Number of LTIs per month - Financial Year 2021/22

Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total
0	0	0	0	1	0	0	1	1	0	2	0	**5**

Table 5: Outline of LTIs reported - Financial Year 2022/23

No.	Description of Incident	Mechanism of Injury	Injury Description
1	Stepping back from garden bed and slipped on loose soil.	Slipping on loose soil	Hyper extended right knee
2	Walking up steep slopes at skate park with blower vac.	Muscular stress while carrying objects on steep slopes	Ongoing pain in left hip
3	Accumulated back, neck and shoulder pain from change in task type.	Muscular stress	Pain developed in soft tissue
4	Slipped on stair tread after walking on wet carpet.	Slips and trips	Fractured ankle
5	Muscle strain in back pulling bin stand out of ground.	Muscular stress caused by lifting object	Muscle strain in back
6	Psychological Injury	Secondary to previous knee injury	Psychological symptoms

Note: Previous WHS reports have sourced LTI data from SkyTrust. This is at variance with LTI data produced by LGAWCS.

Skytrust records show 5 Lost Time Injuries for FY 22/23.

Local Government Workers Compensation Claims records 6 Lost Time Injuries for the same period.

The discrepancy between the 2 data sets can be attributed to sequelae claim by an employee.

A sequelae claim is a secondary claim that can be directly attributed to the original injury.

In this circumstance, a claim for psychological injury has resulted from the claim management process associated with an existing long term claim for a knee injury which occurred on 24/02/2021.

Essentially this is a single incident with multiple claims attached.

Lost Time Injury Frequency Rate (Skytrust reporting data)

The Lost Time Injury Frequency Rate (LTIFR) is a measure of the occurrence of Lost Time Injuries per million hours worked. The current financial year LTIFR for the CoM is 8.9

Rolling Average Lost Time Injury Frequency Rate (Skytrust reporting data)

Rolling Average Lost Time injury frequency rate is a measure of the LTIFR trend over an extended reporting period.

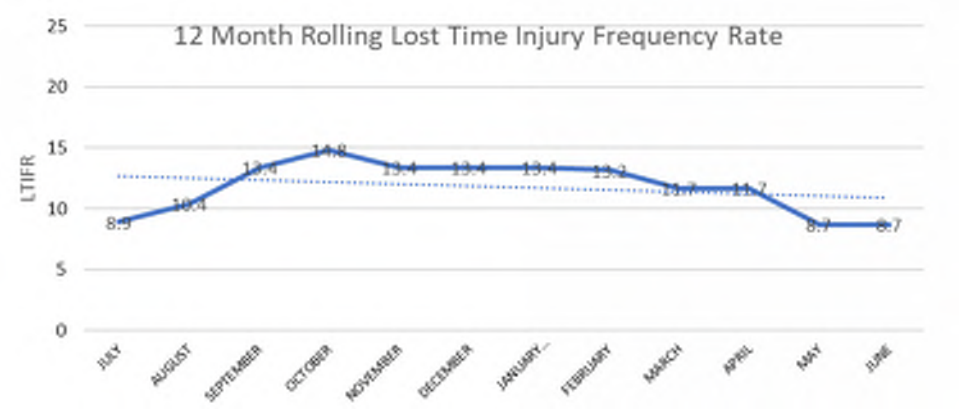


Figure 1: Rolling LTIFR over 12 months

Rolling Total Recordable Incident Frequency Rate (SkyTrust reporting data)

Total Recordable Incidents include fatalities, LTI's and incidents resulting in the employee receiving medical treatment and/or is certified as only fit to undertake suitable duties. The Rolling Total Recordable Incident Frequency Rate (TRIFR), outlined with a solid grey line in Figure 2, provides analysis of the TRIFR over the last 12 months.

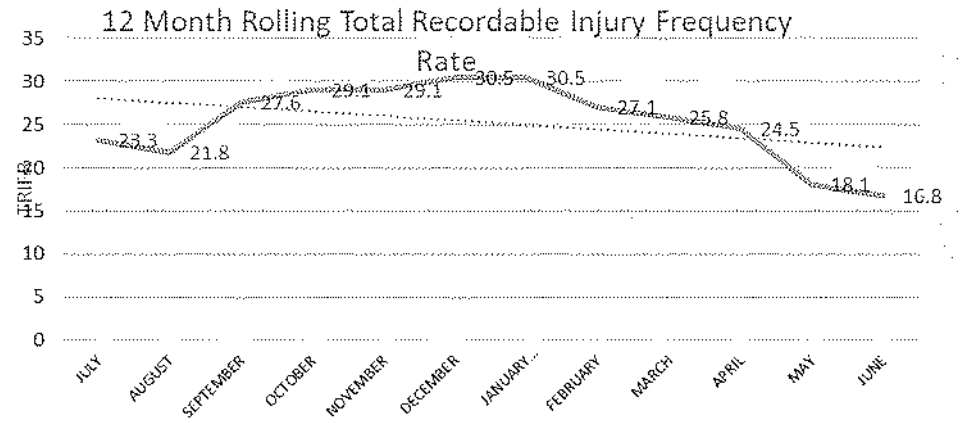


Figure 2: Rolling TRIFR over 12 months

ATTACHMENTS

Nil

13 Workshop / Presentation Items - Nil

14 Motions With Notice

14.1 Retrieval of Matter Lying on the Table - Marion Heritage Research Centre	
Report Reference	GC230725M14.1
Council Member	Councillor – Raelene Telfer

MOTION

That the item on the Marion Heritage Resource Centre that has been left lying on the table be bought back to the 25th July 2023 General Council Meeting.

SUPPORTING INFORMATION

Nil.

Response Received From	Manager Community Connections – Merran Fyfe
Corporate Manager	N/A
General Manager	General Manager City Services – Ben Keen

STAFF COMMENTS

Retrieval of Matter Lying on the Table

Discussion was held by Council at its meeting of Tuesday, 23 May 2023 regarding the Marion Heritage Research Centre (GC230523R12.3 - Attachment 1).

Council resolved *"that this item be left lying on the table to allow additional information to be received."*

In accordance with the City of Marion Code of Practice, Procedures at Meetings, if a formal motion is passed that a matter be left lying on the table, the effect of the motion, if successful, is that the meeting immediately moves to the next item of business and the matter can then only be retrieved at a later time by resolution.

The Motion with Notice received from Councillor Telfer on 28 June 2023 to retrieve the matter relating to the Marion Heritage Research Centre, is in accordance with Council's Meeting procedures and in this regard, the following comments have been provided by relevant staff.

Discussion

During the period between 23 May 2023 and 28 June 2023, several discussions were held with a third party regarding the potential future use of the current Marion Heritage Research Centre building.

These discussions concluded without any change in current use proposed (regarding which party could occupy the building in the future), and therefore the report is being returned to the General Council meeting on Tuesday, 25 July 2023 for consideration.

No changes to the Council report presented on 23 May 2023 (Attachment 1) have been made.

If Council resolves to cost an option for further consideration, this will be funded within the 2023-24 budget.

RECOMMENDATION

That Council:

1. Endorses Option A (storage only) for a purpose-built storage space addition at the rear of Marion Heritage Research Centre to be costed.

OR

2. Endorses Option B (storage and internal reconfiguration) for a purpose-built storage space at the rear of Marion Heritage Research Centre and the internal upgrade to be costed.

3. Requests a report to be provided to Council in Month xx/Year xx outlining project and costing scope.

OR

4. Endorses the Marion Heritage Reseach Centre to remain on the unfunded list and within City of Marion Building Asset Strategy (CoMBAS) for consideration in 2027-28 and beyond.

12.3 Marion Heritage Research Centre	
Report Reference	GC230523R12.3
Originating Officer	Unit Manager Libraries – Damian Garcia
Corporate Manager	- N/A
General Manager	General Manager City Services - Ben Keen

REPORT OBJECTIVE

To provide the background relating to Marion Heritage Research Centre (MHRC) upgrade to enable Council to make decisions regarding this project to support future planning and budget processes.

REPORT HISTORY

Included below is the key report that showed the outcome of Council's decision-making process of this project from January 2019.

Report Reference	Report Title
GC190129M01	Motion with Notice – City of Marion Museum
GC190423R02	Museum Report – investigation outcomes and options
GC200310R08	Marion Historic Village Museum - Status Report
SGC200729R02	Marion Historic Village Museum – Final Report
GC210127R07	Museum / Exhibition Space Concept
GC210323R11	Museum / Exhibition Space – Community Consultation Report
GC210427R09	Heritage Interpretation signage proposal
GC220322R11.2	Heritage Interpretation signage
GC230411R	Marion Heritage Research Centre Upgrade

EXECUTIVE SUMMARY

On 29 January 2019, a Motion with Notice to explore the City of Marion Museum concept was presented to Council. Following this, eight reports regarding the collection, preservation and interpretation of existing historic collections and information within the community have been provided to Council.

In summary this process concluded that:

- The preferred site for an expanded MHRC is its current location at 245 Sturt Road, Sturt.
- To effectively preserve and protect historical collection items stored at MHRC, there is a need for expanded and purpose-built onsite storage and workspace.
- Both the MHRC and Marion Historic Village Museum (MHVM), the latter being a volunteer run and independent organisation, have important roles in the community in relation to the preservation and access to Marion's history, including but not limited to industrial, agricultural, genealogical, manufacturing, residential, coastal, transport, etc.
- Heritage interpretive signage throughout the City of Marion could be improved.
- That Warriparinga and the Living Kaurna Cultural Centre were not suitable for broader post-colonial settlement collection management and interpretation via a museum, therefore have

not been included in future project scopes / outcomes.

RECOMMENDATION

That Council:

1. **Endorses Option A (storage only) for a purpose-built storage space addition at the rear of Marion Heritage Research Centre to be costed.**

OR

2. **Endorses Option B (storage and internal reconfiguration) for a purpose-built storage space at the rear of Marion Heritage Research Centre and the internal upgrade to be costed.**

3. **Requests a report to be provided to Council in Month xx/Year xx outlining project and costing scope.**

OR

4. **Endorses the Marion Heritage Reseach Centre to remain on the unfunded list and within City of Marion Building Asset Strategy (CoMBAS) for consideration in 2027/28 and beyond.**

BACKGROUND

The MHRC, also known as The Red House, was originally owned by the Phelps family, one of the earliest families in the City of Marion. It is now a Council-owned building and responsible for the collection and preservation of the City of Marion's history. It enables research, access and discoverability of the City of Marion's history and protects items of significant interest to the City of Marion by expert and professional curation and control.

Due to it originally being a residential dwelling, there are limitations on its capacity to properly fulfil its function to appropriately protect and preserve the City of Marion's history. Items are currently being stored in one of the rooms on compactus shelving but does not meet standards for air and moisture/humidity control, or a proper fire system to protect the items in case of fire. Additionally, the current research hub and staff/volunteer office is cramped, with limited space for community members. It's particularly challenging for those that have mobility issues or rely on mobility aids (wheelchairs, mobility scooters and walking aids), and the space is restrictive in the number of people who can be present at one time.

In January 2021, Council commissioned a report (Attachment 1) via Grieve Gillett Andersen (GGA), which provided clarity that the future focus of heritage preservation should be via an expansion at the existing City of Marion owned and operated MHRC. The GGA report also provided several concept plans for consideration by Council. At the Council meeting on 27 January 2021, Council endorsed Concept Plan A from the GGA report at an estimated cost of $1.4m, subject to 50% of the funding would be secured through a State Government grant. A grant application was submitted but was unsuccessful, and subsequently this project was added to and remains on Council's unfunded projects list.

Storage Requirements

Proper storage of historical items is critical to ensure their protection for future generations. The National Archives of Australia have developed Standards for storage of Non-digital Archival records, in which it provides nine principals for storage (see Attachment 2 with specific requirements for each principle). The principles are:

1	Location	Storage facilities are conveniently located and not near known hazards
2	Facility design and construction	The design and construction of storage facilities protect and preserve the records.
3	Environmental control	Records are stored in environmental conditions appropriate to their format and retention period
4	Shelving and packaging	The shelving and packaging of records provide protection from damage and slow deterioration
5	Accessibility	Records can be easily identified, located and retrieved
6	Handling	Records are retrieved, handled and used in a manner that prevents damage and slows deterioration
7	Privacy and security	Storage conditions ensure the privacy and security of the records
8	Protection from disaster	Disaster management programs are established and maintained to minimise risks
9	Monitoring and maintenance	The storage facilities are monitored, managed and maintained to ensure the ongoing safety of stored records.

Source: National Archives of Australia Standards for the Storage of Non-digital Archival Records, Version 2.1, February 2018

These standards will need to be considered when designing or upgrading archival storage and research facilities for the City of Marion, particularly for the correct management and accessibility to heritage collection items. Staff consider a significant proportion of the collection is not managed in line with these guidelines.

Exhibition Space

The minimal concept design also allows for redesign of the internal spaces to include a specific, but small, exhibition space. This space will allow members of the public, historical enthusiasts etc. to view items of significance which are currently kept in storge to avoid deterioration, damage and the risk of theft. An example of these items would be items from the Phelps Family collection, which consists of original World War II uniforms, military souvenirs, original letters home from abroad including Colin Phelps time in a POW camp, original flight maps of Germany from the war, as well as the original Land Grant document from 1839 for the Village of Marion, and other original documents of importance to the City of Marion.

An exhibition space would allow us to display these items safely and appropriately for the public viewing and enjoyment, ensuring correct lighting, security and rotation of items.

Research Hub

An important service MHRC provides to our community is assistance in researching the City of Marion's local history and family genealogies. MHRC has 15 dedicated volunteers who gave a total of 4,154 hours in 2022 (an average of over six hours each per week over 45 weeks, with the centre only being open three days per week), plus many more hours of research from their private homes.

In 2022, these volunteers helped 118 people to research their family history, 223 people to research our local history, and an additional 60 people to research general historical information. MHRC also put on six events with a total attendance of 209 people to showcase our local history and ensure community members and visitors can learn more and engage in the stories and collection held at MHRC. Due to space constraints at MHRC, these sessions are held in the administration building (CR1 & CR2 and the Chamber). The lower cost considerations, Options A and B above, do not

facilitate these being held onsite at MHRC, however the events would still continue.

Here is a recent comment from a MHRC attendee:

> *'I cannot thank you enough for your work in finding these things for me, you have no idea what it means to me. I wept when I went through all these documents, you have made a 66-year-old man with Cancer, so happy.*
>
> *Any further items would be very much appreciated, please also thank Glynis for her help. It was extremely nice of you both to take the time to help me, I cannot believe what you have done for me.*

Reconfiguration of the Research Hub to allow for a more open space will allow for appropriate accessibility (the space is currently cramped as it doubles as a collection storage space), as well as multiple people conducting research simultaneously.

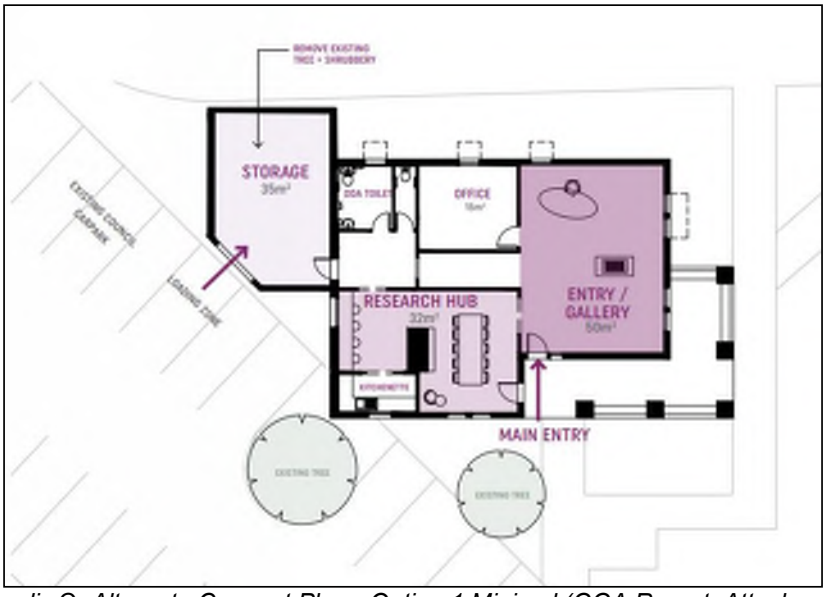
Digitisation of the collection

A recent project funded by an external grant through the State Library of SA allowed MHRC to digitise a large portion of our paper-based collection. This included historical land, building and roadworks ledgers for the City of Marion, and over 7,500 original photographs. There are still approximately 300 photographs, 200 large maps and over 10,000 items in storage that still require digitisation. It is important to acknowledge that this will form part of business-as-usual task into the future as MHRC team (1 x 0.6 FTE supported by 15 volunteers) continue to preserve and protect City of Marion history. It is expected that approximately 500 items per year will be donated that require ongoing digitisation.

The objective of digitising the collection is to enable greater access and discoverability of items and information locally, nationally, and internationally that have previously been inaccessible (e.g., being able to search content within documents that have been transcribed from original hand-written format to digital text). It also serves to protect and preserve original documents of significant importance for many generations to come should the original item become damaged, destroyed, or lost. While digitising the collection does give individuals virtual access, many items still require to be stored appropriately and securely in line with the above-mentioned standards. There is a strong preference that these items are kept on site at MHRC so the original items can be physically accessed by staff, volunteers and community when required for research, or monitoring without the need to attend an offsite storage facility. This ensures that research, displays, site visits and tangible experiences beyond a digital file can continue to be provided by City of Marion, while continuing with the digitisation of the collection as this is an important part of managing and maintaining this collection.

Alternate Options – lower cost

As part of the GGA report, several other concept options were provided for Council to consider. A minimal concept option was provided as a baseline to provide a much-needed storage solution, and internal reconfiguration (Attachment 1, page 28 of GGA report, Image name: *Appendix* C, *Alternate Concept Plan - Option 1 Minimal*).



Appendix C, Alternate Concept Plan - Option 1 Minimal (GGA Report, Attachment 1)

This option provides a much needed and purpose-built storage space of 35sq/m to be fixed to the rear of the property (southern aspect), with minimal work required to the existing external structure in comparison to Councils previous preference for a larger upgrade to MHRC. This option also included significant internal reconfiguration including the removal of internal walls to allow for a small public gallery which would be used to display items in the collections of historical relevance to the City of Marion, an open plan research space, changes to office / storage areas, which combined will allow for better accessibility and more flexible use of overall space.

The cost of lesser intervention options (e.g., lesser versions of the *Appendix C, Alternate Concept Plan – Option 1 Minimal*) have not been investigated nor fully costed at this stage, however, a cost plan was provided to Council with the original report which included itemised works to be completed *(Attachment 1 – Cost Plan, page 35 GGA report)*. It should be noted that these estimates were completed in January 2021 and building costs have increased significantly since then. Should Council decide to cost either option, staff do anticipate an increase to be shown which is reflective of the current market.

Using *Appendix C, Alternate Concept Plan – Option 1 Minimal*, staff have considered two lower cost options using elements of this plan that achieve benefits at the site. These are listed below as Option A (which includes storage space extension only) and Option B (which includes storage space extension and an internal reconfiguration).

To protect the integrity of the building and support exploration of lower cost options, staff consider that a significant reconfiguration / removal of internal walls is not essential to achieve internal benefits at the site. Instead, staff recommend that a lower cost option could be considered predominantly using the existing rooms and layout, as well as a dedicated storage space at the rear. This is shown as Option B (storage and reconfiguration) below.

- **Option A (storage only)** - The cost estimated for the storage/archive addition at the rear of the property at the time of the report was $131,669. This option does not provide any internal upgrades / reconfigurations. Based on significant cost increases experienced in the sector over the past 3 years, this will need to be re-quoted within the current market to determine an accurate project budget.

- **Option B (storage and reconfiguration)** – This option includes *Option A (storage only)* and additionally includes an internal upgrade and reconfiguration of existing rooms without major internal wall / structure changes. This option achieves the additional storage space and provides an open plan workspace for staff and volunteers, a dedicated space to create a research hub for visitors, and the ability to exhibit items of interest to the public (note this would not be a large gallery space). Based on significant cost increases experienced in the sector over the past 3 years, this will need to be quoted within the current market to determine an accurate project budget This option is a reduced version of what was presented as *Appendix C, Alternate Concept Plan – Option 1 Minimal.*

In summary, the options include and exclude the following:

Option	Includes	Excludes
Option A – storage only	Purpose built storage space	Changes to the existing internal layout and configuration Upgrades to furniture and fittings Upgrade to exterior façade of existing red house, or landscaping Development of an exhibition space, improved staff / volunteer office space
Option B – storage and reconfig.	Purpose built storage space Upgrade to internal layout and configuration Upgrade to some furniture and fittings Improvements to office space for staff and volunteers Improved research hub Exhibition space (limited)	Upgrade to exterior façade of existing red house, or landscaping Major reconfiguration of the internal layout and configuration (eg does not include significant wall changes, large exhibition space, etc)

Heritage Signage

Heritage signage has also been considered at several council meetings to date. It is listed as a separate project on the unfunded initiatives list following two specific reports being presented regarding this item (GC210427R09 and GC220322R11.2). In relation to the 'hub and spoke' concept, this project is considered the 'spokes'.

It is noted that the initial concept of improving preservation, access to and interpretation of Marion's history was to be a 'hub and spoke' concept, with MHRC acting as the hub (including the decision it was the preferred site to extend into a vastly improved community asset to manage City of Marion's historic collection), and satellite sites of information (via interpretive signage) to be located throughout the city. This signage project was indicatively costed in 2021 at approximately $100,000 inclusive of three (yet to be determined) sites, design, interpretive strategy and content, manufacture, and installation. It was intended there would be further investment in other sites in future years with the first sites selected being the commencement of the 'spokes'.

There were 25 sites considered, with three initial primary sites identified being:

Site 1 - Glandore Community Centre Precinct
Site 2 – Marion Historic Village Museum & Walk
Site 3 – Combination of Perry Barr House, Worthing Mine and Field River Valley, and Trott Park Community Garden

Signage at the above sites would be inclusive of pre and post colonisation information where known. This would include acknowledgement of Kaurna people and their histories, respectfully identifying different past uses and occupancy of the various sites through to current day.

ATTACHMENTS

1. 20150 City of Marion Museum Report Final Draft Rev 07 [**12.3.1** - 65 pages]
2. Nationa- Archives-of- Australia- Standard-for-the- Storage-of- Non- Digital- Archival- Records [**12.3.2** - 18 pages]

CITY OF MARION MUSEUM_FINAL REPORT

PREPARED FOR THE CITY OF MARION

JANUARY 2021

CITY OF MARION

Listening to the past

ACKNOWLEDGEMENTS

Key personnel involved directly with the development of this project include:

- Ola Wleklinski, Team Leader - Libraries, Collections and Resources, City of Marion
- Liz Byrne, Manager - Community Connections, City of Marion
- Danielle Trewartha - Coordinator Marion Heritage Research Centre, City of Marion

Other key personnel that have influenced the development of this project include:

- Tony Lines - General Manager City Services, City of Marion
- Raelene Telfer - Councillor, Ward: Warriparinga, City of Marion
- Marlene Benvegnu - Receptionist/Administration Office, Living Kaurna Cultural Centre, City of Marion

Key reference documents that have informed the development of this project include:

- Part B Services Brief. Concept for a Local Museum. Oct 2020, City of Marion
- City of Marion Museum Feasibility Study. Investigations into current government owned buildings and potential heritage options. 2020, Courtney Barry
- Marion Historic Village Museum Significance Assessment. March 2020, Courtney Barry
- Cultural Heritage Framework - Draft. City of Marion

CONSULTATION + DESIGN PROCESS

The design team undertook a collaborative design approach in the development of the concept plan. Consultation to discuss goals and aspirations for the project as well as identifying issues and opportunities of MHRC was undertaken with the Project Steering Group from City of Marion including:

- Ola Wleklinski, Team Leader - Libraries, Collections and Resources
- Liz Byrne, Manager – Community Connections
- Danielle Trewartha - Coordinator Marion Heritage Research Centre

The outcomes of these consultations have informed the development of the project.

PROJECT NAME:	City of Marion Museum
PROJECT NUMBER:	20150
PROJECT FOR:	City of Marion Council

PREPARATION, REVIEW AND AUTHORISATION

DOCUMENT NO.	REVISION #	DATE	PREPARED BY	APPROVED FOR ISSUE BY
A9901	01	01/12/2020	VC/CC	EC
A9901	02	14/01/2021	VC/EC/DG	EC
A9901	03	18/01/2021	VC/EC/DG	EC
A9901	04	18/01/2021	VC/EC/DG	EC
A9901	05	21/01/2021	VC/EC/DG	EC
A9901	06	21/01/2021	VC/EC/DG	EC
A9901	07	27/01/2021	VC/EC/DG	EC

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City of Marion Council	27/01/2021	1	Electronic

CITY OF MARION MUSEUM

GRIEVE GILLETT ANDERSEN

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1_ INTRODUCTION

In 2020 Grieve Gillett Andersen, in collaboration with Dr Sally Stephenson, were engaged by the City of Marion to undertake the feasibility study for the establishment of a Centre of History, including a local Marion Museum and exhibition spaces at the existing Marion Heritage Research Centre (MHRC), also known as The Red House. MHRC is located adjacent to the City of Marion Administration Building, on 245 Sturt Road. The project brief outlines the desirable outcomes for the MHRC that:

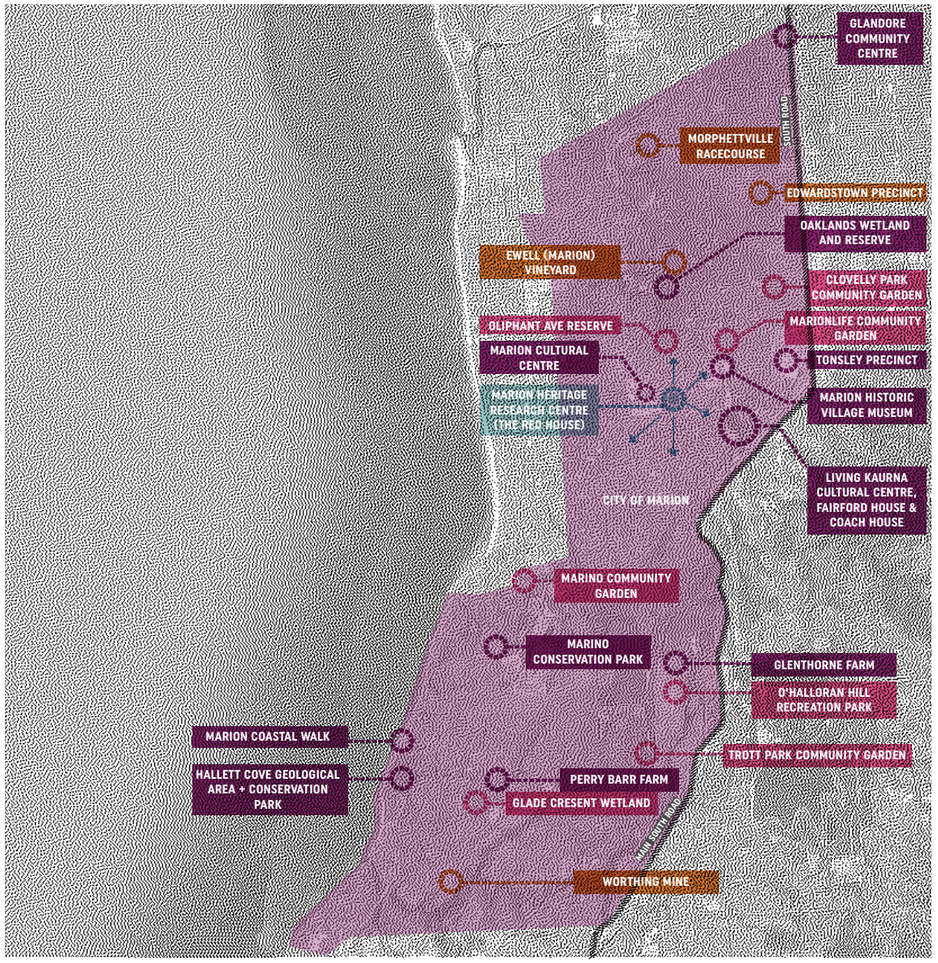
- Optimises the use of existing space;
- Allows greater exhibition space and collection storage space;
- Is in keeping with the style and features of the existing building;
- Considers the site constraints and access; and
- Considers the other existing buildings, car parks, roadways, paths and landscaping.
- The project brief also seeks a concept for using the Coach House for curation workshops and storage.

In addition, the project also seeks consultant advice to identify suitable themes for exhibition and displays at existing local history / cultural heritage sites within the City of Marion as well as the identification of other concepts for the promotion of local history / cultural heritage sites, including but not limited to:

- The Red House
- Coach House
- Fairford House
- Living Kaurna Cultural Centre, adjacent the Warriparinga Wetlands
- Marion Historic Village Museum (MHVM)
- Glandore Neighbourhood and Community Centre
- Oaklands Reserve
- Perry Barr Farm
- Worthing Mine
- Hallett Cove Geological Area + Conservation Park
- Glenthorne Farm

LEGEND

- Centre of History: The Red House
- Satellite Sites: Primary
- Satellite Sites: Secondary
- Satellite Sites: Tertiary
- City of Marion Council Area



2_ COUNCIL WIDE HERITAGE STRATEGY_THEMES + STORYLINE

GRIEVE GILLETT ANDERSEN

Dr Sally Stephenson has reviewed the rich cultural and natural heritage of the City of Marion and distilled from it eight interpretive themes, listed below.

These themes underpin the design, landscaping and exhibitions in the new City of Marion Museum and Heritage Hub at the Red House, and the interpretation of additional significant cultural sites in the council area (presented in Appendix E & F).

Eight interpretive themes have been defined:

1. **Warripari natural environment**:

The natural environment of Warripari (Sturt River) and environs attracted the Kaurna people to live here, and later, Europeans who developed farms, market gardens, vineyards, and orchards.

2. **Children**

Children's learning, work, play, and daily experiences: continuity and change.

3. **Ancient history**

The ancient history of the land and its minerals has provided opportunities for scientific discoveries and industry.

4. **Industry and technology**

Industry, technology, and innovation in Marion have changed through time.

5. **Community life**

The changing face of community life in Marion.

6. **Farms and village to city**

Marion has changed from farms and villages to a city.

7. **Military**

Marion has a history of supporting the military.

8. **Art and culture**

The district has a rich history of art, culture, and creativity.

Each of the eight themes can be illustrated by a rich array of stories. An example of one such story for each theme is shown in the images to the right.

The themes enable council to broaden the scope of its interpretation to include stories that are currently less visible: stories of women and children, and of community members from different ethnic groups.

The following page demonstrates which themes could be interpreted at different sites in the council area.

For image captions + references, refer to Appendix B.

2_ COUNCIL WIDE HERITAGE STRATEGY_THEMES + STORYLINE

THEMES AND SITES TABLE								
SITE/THEME	WARRIPARI NATURAL ENVIRONMENT	CHILDREN	ANCIENT HISTORY	INDUSTRY AND TECH	COMMUNITY LIFE	FARMS AND VILLAGES TO CITY	MILITARY	ART AND CULTURE
NEW CITY OF MARION MUSEUM (Introduction to each theme, with encouragement to visit other sites listed below for more immersive experiences)	X	X	X	X	X	X	X	X
CLOVELLY PARK COMMUNITY GARDEN *	X				X			
EDWARDSTOWN PRECINCT *		X		X	X	X		
EWELL (MARION) VINEYARD *	X							
FAIRFORD HOUSE AND COACH HOUSE	X			X		X		
GLADE CRESCENT WETLAND, HALLETT COVE *	X							
GLANDORE NEIGHBOURHOOD AND COMMUNITY CENTRE INCL COMMUNITY GARDEN	X	X			X		X	
GLENTHORNE FARM	X			X		X	X	
HALLETT COVE GEOLOGICAL AREA AND CONSERVATION PARK	X	X	X					X
LIVING KAURNA CULTURAL CENTRE AND WARRIPARINGA WETLANDS INCL. COMMUNITY GARDEN	X	X			X			X
MARINO COMMUNITY GARDEN *	X				X			
MARINO CONSERVATION PARK *	X	X	X		X			X
MARION COASTAL WALK *	X		X	X	X			X
MARION CULTURAL CENTRE *								X
MARION HISTORIC VILLAGE PRECINCT AND MUSEUM		X		X	X	X	X	X
MARIONLIFE COMMUNITY GARDEN, MITCHELL PARK *	X				X			
MORPHETTVILLE RACECOURSE *	X				X		X	
OAKLANDS RESERVE AND WETLAND	X	X			X			X
OLIPHANT AVENUE RESERVE AND OAKLANDS COMMUNITY GARDEN *	X				X		X	
O'HALLORAN HILL RECREATION PARK *		X						
PERRY BARR HOUSE	X				X	X		
STURT RIVER LINEAR PARK *	X					X		
TONSLEY PRECINCT *				X		X		
TROTT PARK COMMUNITY GARDEN *	X				X			
WATIPARINGA CREEK	X							
WORTHING MINE AND FIELD RIVER VALLEY	X		X	X	X			

* Indicates an additional site, not listed in the project brief

3_ **CITY OF MARION FEASIBILITY STUDY**_OPTIONS FOR DEVELOPED LOCAL MUSEUM

GRIEVE GILLETT ANDERSEN

In 2020, City of Marion commissioned a feasibility study to identify options for the development of a local museum. The study, carried out by Courtney Barry (Appendix G), highlighted various precedents of other Council Museums within the context of areas and amenities as well as on-going operation cost.

The study:

- Identified 6 options for the development of a local museum
- Reviewed current possible museum sites with the City of Marion against a set of criteria
- Provides a SWOT analysis for the establishment of a local museum within current council owned facilities

The feasibility study provided useful information and has influenced the development of this project. The proposed options set out in the feasibility study are highlighted below with additional review against the opportunities and constraints each option presents.

Option 1: Establishment of heritage/cultural precinct

Developing the Laffer triangle to be a cultural precinct with the Living Kaurna Cultural Centre (LKCC) alongside a newly developed museum of Marion in the former Fairford Coach House and Homestead.

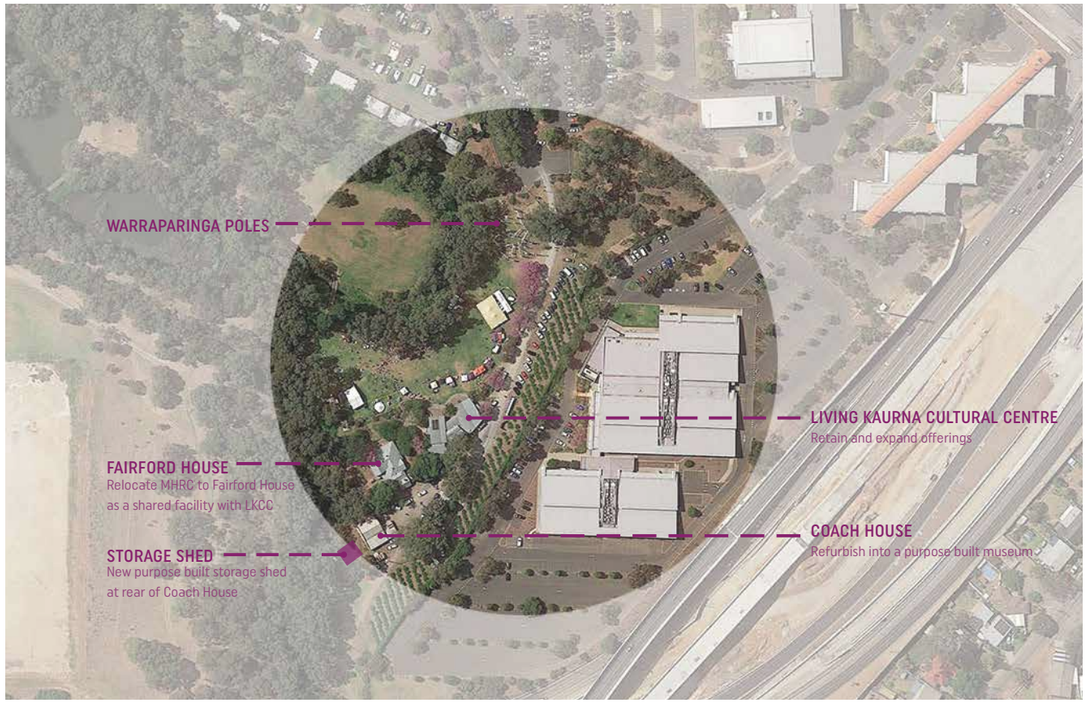
A slight departure from the Study is the suggestion to relocate MHRC to Fairford House to provide a stronger link between research, education and exhibition.

The scope includes:

- Retaining LKCC and expanding offerings
- Relocate MHRC to Fairford House, as a shared facility with LKCC
- Refurbish the Coach House into a purpose built museum space
- Build new purpose built storage shed at the rear of Coach House
- The Red House can be leased or provide office accommodation for other council needs

The cultural heritage precinct would present the overarching interpretive themes for the council district, and has the benefit that there is tangible heritage (built and natural) on site. The relocation may also facilitate staff and cost efficiencies in overall site management and operations and tap into a larger pool of audience profiles. Other strengths identified in the study include:

- Meets Business Plan 2019 – 2023, No.39 - Develop and deliver a plan for the restoration of the Living Kaurna Cultural Centre Coach House
- Strong interpretation opportunities utilising a heritage building;
- Form a cultural precinct with strong ties to school curriculum and the wellbeing of community;
- The Council has already committed to the upkeep of the building;
- Infrastructure such as toilets and parking are already pre-existing next door in the living Kaurna Cultural Centre;
- Eligible for government grants under SA Heritage Grants, National Library of Australia Community Heritage Grants, History Trust of South Australia and Commonwealth Department of Environment Heritage Grant Program.



3_ CITY OF MARION FEASIBILITY STUDY_OPTIONS FOR DEVELOPED LOCAL MUSEUM

Option 2: Custom museum space - new build

Custom built museum facility that allows all heritage functions to be served from one site. This would have the space for a permanent museum gallery, a changing exhibition space, a family history/research room that would be utilised by the volunteers, office for 2 staff members, and storage facilities. One custom storage room is temperature controlled to look after textiles and the art collection.

This option requires finding a new site within the City of Marion and is not desirable both from cost as well as not strengthening current assets and opportunities within current sites.

Option 3: Custom museum space – extension to the Red House

The current Marion Heritage Research Centre at the Red House is expanded to include a permanent exhibition gallery, a family research room, volunteer amenities, front of house area as well as office, storage and amenity space.

To incorporate all the functions, it is envisaged that an extension will likely be required.

Option 4 - A mixed heritage approach with a local museum

This option proposes retaining MHRC at the current site at the Red House and developing a local museum site at Coach House precinct. It provides most of the benefits identified in Option 1, but separates the research and exhibition aspects.

Option 5: A mixed heritage approach with only travelling exhibition

This option proposes retaining MHRC at the current site at the Red House and finding additional offsite storage facility. A history exhibition will be held in May each year at Gallery M for the History Festival. This allows historical broad topics representative across all Marion Wards. Could also include different community groups working in partnerships to present exhibitions and be community led.

Banner exhibitions developed for Admin Centre, Cultural Centre and Libraries which are easily transportable between sites.

Virtual exhibitions utilising the council's website, collaborate with local communities to create community driven stories and content.

Heritage trail developed across the City of Marion with interpretation signs at different sites and a app/audio/interactive map available on the City of Marion website this includes signage at the Coach House and Glandore Community Centre.

Option 6 – Maintain status quo

MHRC remains as main public facility.

Self-walking tours of Marion Village accessible through the City of Marion Website.

Public history talks managed by the Heritage Centre

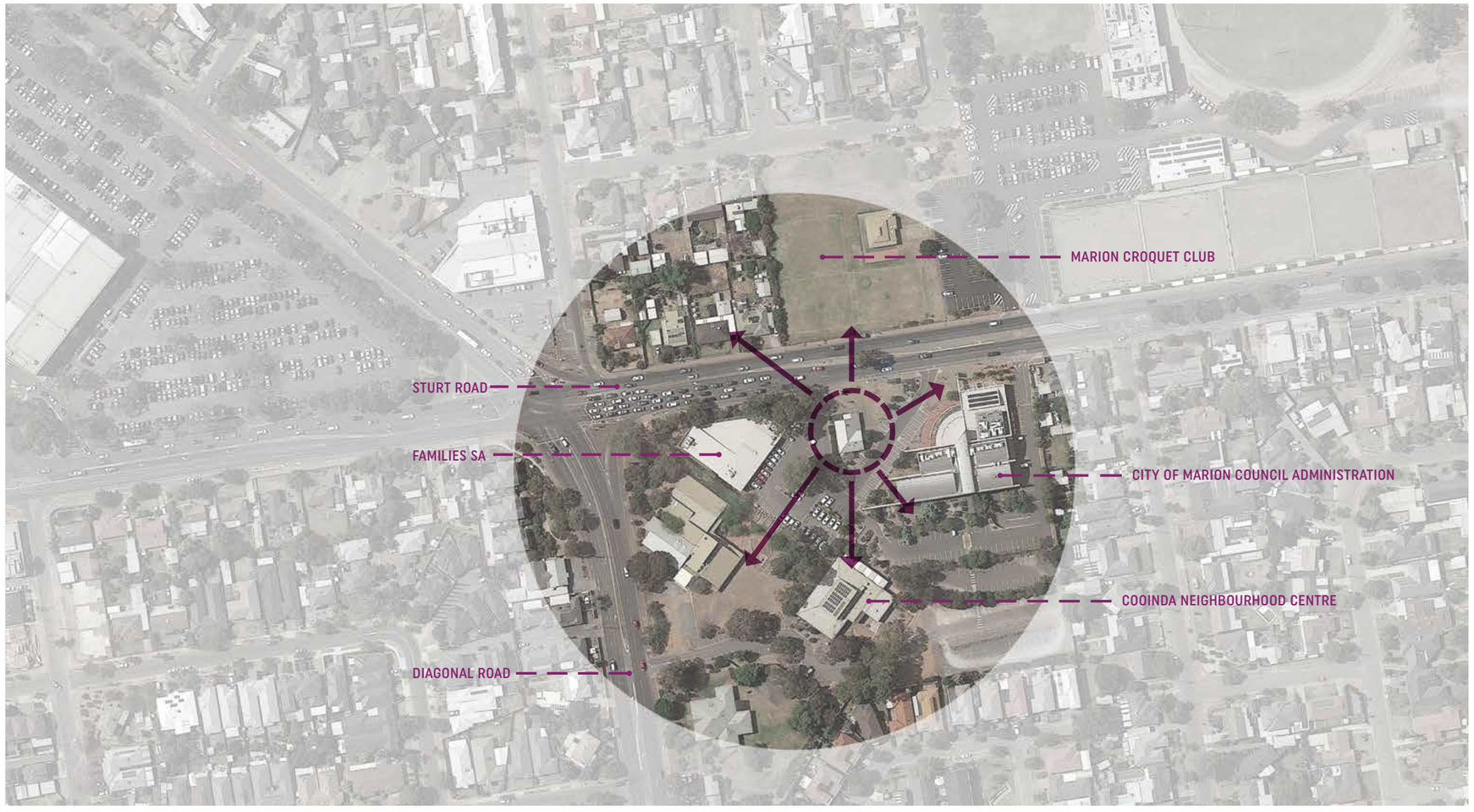
Summary

A review of the fesibility study as well as further consultation with key stakeholders has identified the below as the key strategy for the development of a local musuem:

- A Council Wide Heritage Strategy
    - High level review of exisiting historical sites and community facilities
    - Identify themes and storylines relevant for each site
- Establish a Central History Hub within the MHRC Precinct
    - Establish functional and spatial requirements for the establishment of a local museum and expansion to the current MHRC at the Red House
    - Identify themes and storylines that connect the proposed History Hub with the Council Wide Heritage Strategy
    - Develop concepts for the Red House Precinct to incorporate functional and spatial requirements that consider and integrate important themes and storylines

4_ THE PROPOSED CENTRE OF HISTORY: RED HOUSE_CONTEXT

GRIEVE GILLETT ANDERSEN



5_ THE PROPOSED CENTRE OF HISTORY: RED HOUSE_NARRATIVES

INFORMING THE ARCHITECTURAL + LANDSCAPE LANGUAGE

Comissioned in 1922, the red brick house at 245 Sturt Road was built as a family home for Walter Phelps, his wife Ida and children Nancy and Colin.

The Phelps family were representative of the type of families who lived and worked in Marion during the mid-19th to the mid-20th Century.

Hardworking, market-gardening and community minded, the Phelps lived and worked on their property, tending to the vineyards, glasshouses, orchards and flower gardens that surrounded the home.

This rural flavour was prevelant in Marion until the 1950s when large old farm properties began to be sold off to developers as the suburban demand for housing grew.

Having only ever had two owners, the home remained with the Phelps family until 1989 when it was sold by Colin to the Marion Council.

Since then, the house has served a number of purposes, having been used as an office space, meeting venue, and storage space.

Most notably, from 1989 to 2001, the house was also used as a gallery space by local artists, 'The Red House Art Group'. This inspired the name, 'The Red House', which many locals still use today.

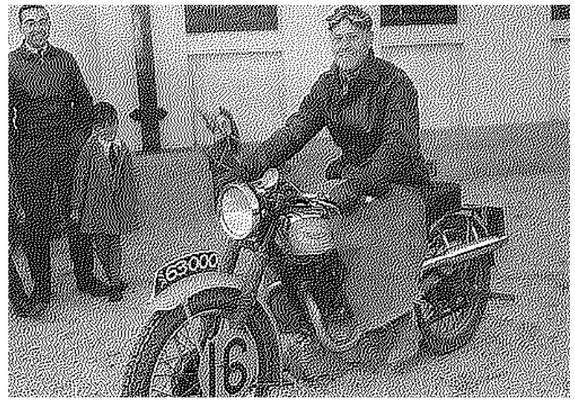
In 2013, the Red House became Marion's first heritage research centre. Serving a variety of audiences from school groups to retireees, it is the local area's main source of education and historical research.

Ida Phelps with her beloved garden flowers

Looking east, towards the house, over the vineyard

Walter Phelps, with father William, daughter Nancy and grandchild, in the front garden.

Glasshouses on the property, looking south.



Colin Phelps on one of his beloved motor bikes

View down the drive to Sturt Road

5_ THE PROPOSED CENTRE OF HISTORY: RED HOUSE_NARRATIVES

GRIEVE GILLETT ANDERSEN

Archive

Preservation

Conservation

Family

Display

Rural flavour

Connection

History

Community minded

Orchards

Hard-working

Access

Vineyards

Community

Market-gardening

Exhibit

Garden flowers

Glasshouse

Agriculture

Research

6_ THE PROPOSED CENTRE OF HISTORY: RED HOUSE_GOALS & ASPIRATIONS

Consultation to discuss goals and aspirations for the project was undertaken with the Project Steering Group from City of Marion.
Note, the following are not in order of hierarchy:

- Create stronger links of the MHRC with local residents, interest groups & key stakeholders
- Increase awareness of community to the history of the City of Marion
- Act as a Centre of History, to inspire visitors to connect + explore to other interpretive sites throughout the City of Marion
- Provide contemporary museum and research facility at the Red House
- Provide permanent and temporary display/exhibition on themes relating to the history of City of Marion
- Make history come to life
- Provide a facility that is accessible to all demographic and ages
- Modernise representational tools (digitise), while also retaining the hard copy resources
- Future proof storage facility
- Increase availability of MHRC to public
- Provide adequate resourcing to maintain operations of MHRC and Museum

7_ THE PROPOSED CENTRE OF HISTORY: RED HOUSE_SPATIAL ANALYSIS

GRIEVE GILLETT ANDERSEN

The project brief calls for the feasibility study for the establishment of a local Marion Museum and exhibition space at the existing Marion Heritage Research Centre.

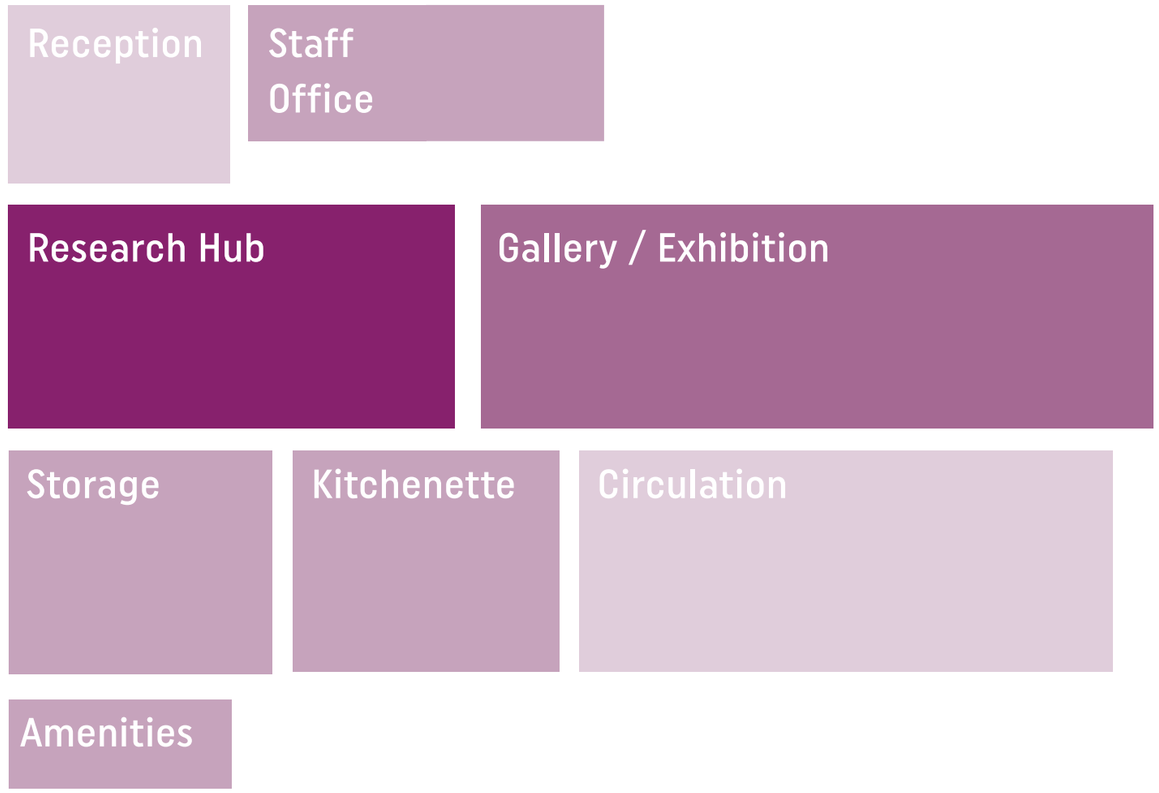
The below spatial analysis was developed following consultation with the Project Steering Group. It is also informed by site analysis and benchmarked on relevant Government Office Accommodation guidelines, the National Construction Code of Australia and other local museums of similar sizes.

The spatial analysis is used as a benchmark in the feasibility study. As the existing MHRC is located in the Red House, the ability to meet the aspirational spatial requirements is subject to the constraints of the existing building fabric and adjacent site conditions.

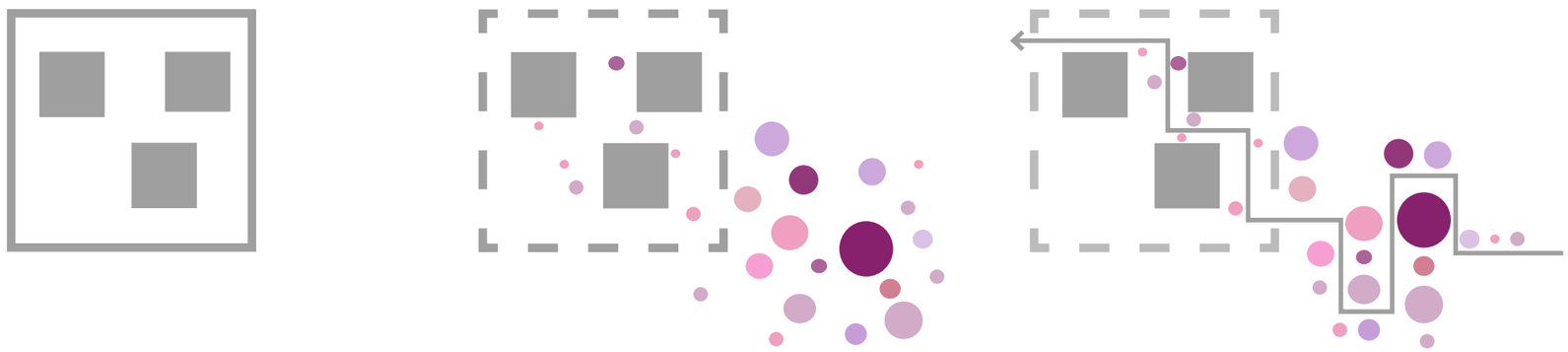
AREA	NO OF STAFF/VOLUNTEERS	SQM
MUSEUM AND MHRC ENTRY /RECEPTION	1	20 sqm
STAFF OFFICE	2 x Offices 12 sqm per office	20 sqm
RESEARCH AREA / VOLUNTEERS	3 x Research stations Allow 1 x Volunteer + 1 x Client Allow layout table	50 sqm
MEETING / FUNCTION ROOM (To also double up as temporary exhibition space)	Allow for up to 25 people (school group) or 10 wheel chair equivalent	75 sqm
KITCHEN (Access from function space)		20 sqm
PERMANENT EXHIBITION SPACE		75 sqm
AMENITIES	2 x DDA unisex toilets 1 x Staff, 1 x Client	10 sqm
STORAGE		30 sqm
TOTAL		300 sqm

Technical Requirements

LIGHTING		
MECHANICAL		
IT		



8_ THE PROPOSED CENTRE OF HISTORY: RED HOUSE_DESIGN PRINCIPLES



PROTECTION AND PRESERVATION

The Marion Heritage Research Centre is committed to protecting and preserving Marion's long, rich history for future generations.

RESEARCH AND DISCOVERY

Create stronger links and invite engagement through discovery by providing access to research and bringing history to life.

CONTROLLED AND CURATED

Curated experiences shape the visitor experience, reflecting the agricultural history of the site and its formal connection to the land, as well as the linear nature of the surrounding site context.

9_ **PRECEDENT STUDIES**_ADDITIONS

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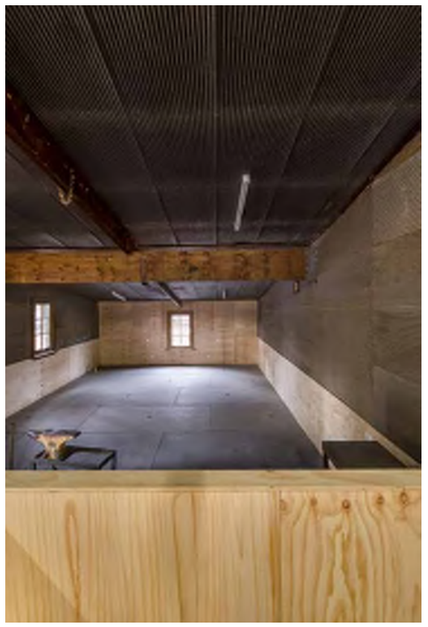
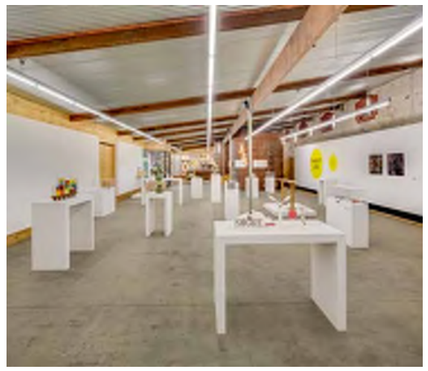
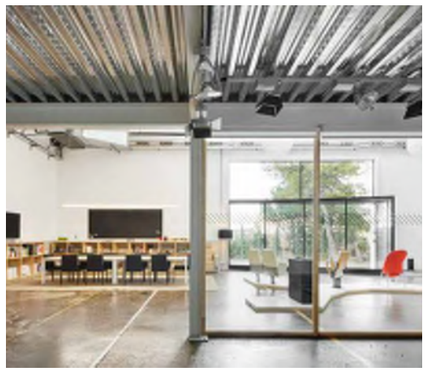
9_ PRECEDENT STUDIES_EXHIBITION

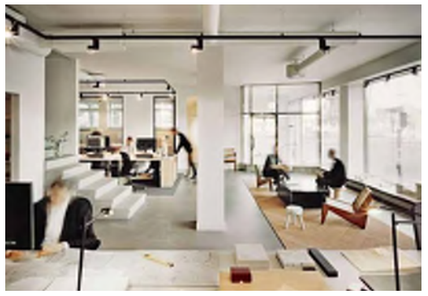




9_ **PRECEDENT STUDIES**_RESEARCH + COMMUNITY EDUCATION

GRIEVE GILLETT ANDERSEN





9_ **PRECEDENT STUDIES**_INTERPRETIVE FORECOURT

GRIEVE GILLETT ANDERSEN

10_ **PROPOSED CONCEPT**_PLAN A

SCOPE OF WORKS

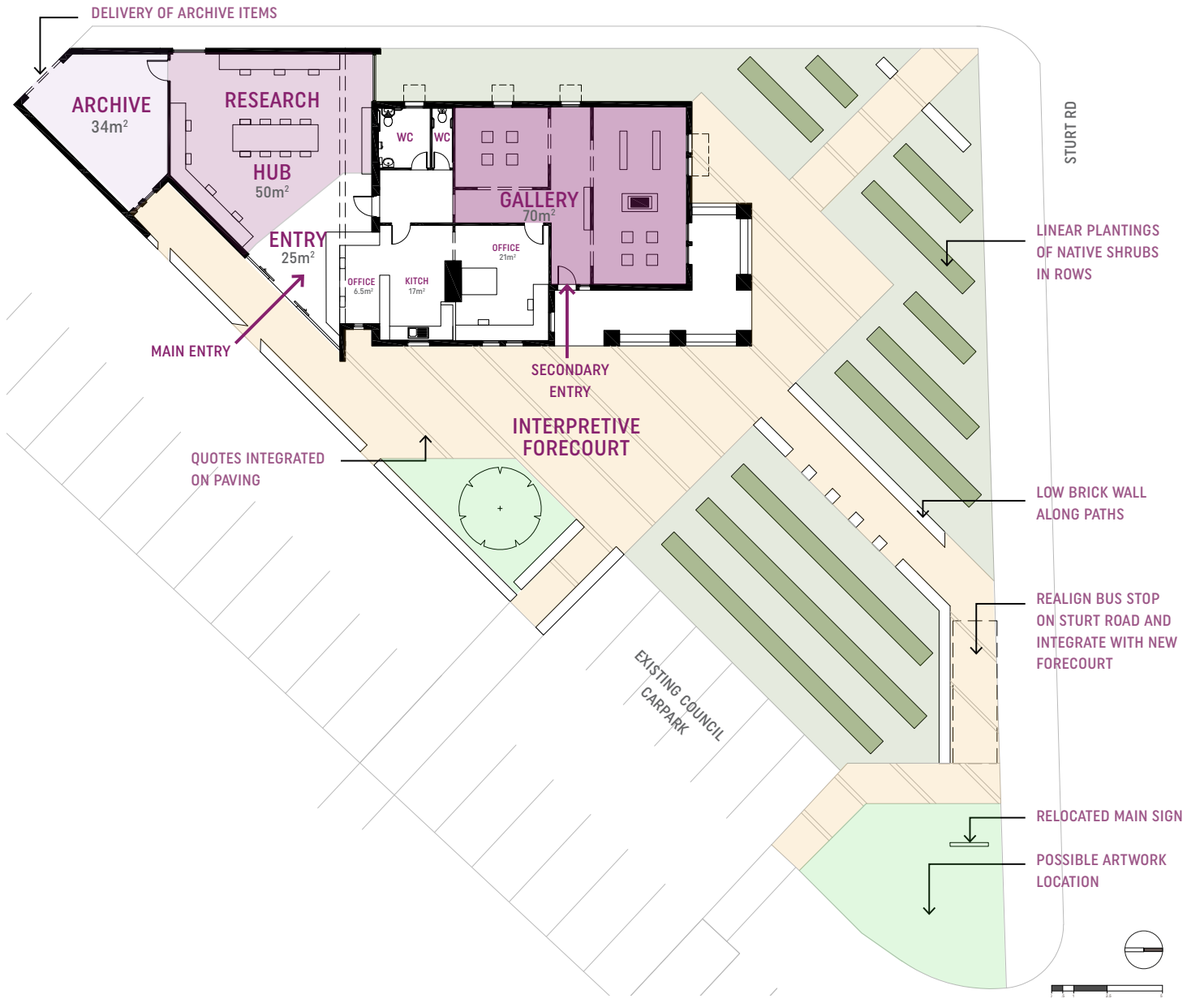
- Open up existing internal floor plan for gallery/exhibition
- Creating a modest glass link to transition between new and old built form
- Move rear entry to align with corridor + provide greater clearance from bathroom
- Establish new entry with an interpretive forecourt including appropriate signage/ wayfinding
- Build new research hub extension with archive amenities to south/west
- Rearrange wet area facilities to accomodate accessible bathroom and ambulant toilet
- Former kitchen area opened into new extension to serve as office/front desk space
- Rows of water efficient native plants outside, reference history of vineyards/ market gardens in area
- Traces of brick walls define outside paths
- Bus stop integrated into overall landscape design

PROS

- Major external works to south of Red House
- Capacity for larger research hub + gallery
- Dedicated gallery, allows for both permanent + short term displays
- Southern extension has a more immediate relationship with existing council administraton building
- Dedicated archive store
- Wet areas remain in existing locations
- Wet areas equally accessible by gallery + research hub
- Opportunity to incorporate a forecourt/wayfinding into new entry

CONS

- Extension removes some council carparking, however opportunity to rearrange existing carpark to include more



GRIEVE GILLETT ANDERSEN

10_ PROPOSED CONCEPT_PLAN B

SCOPE OF WORKS

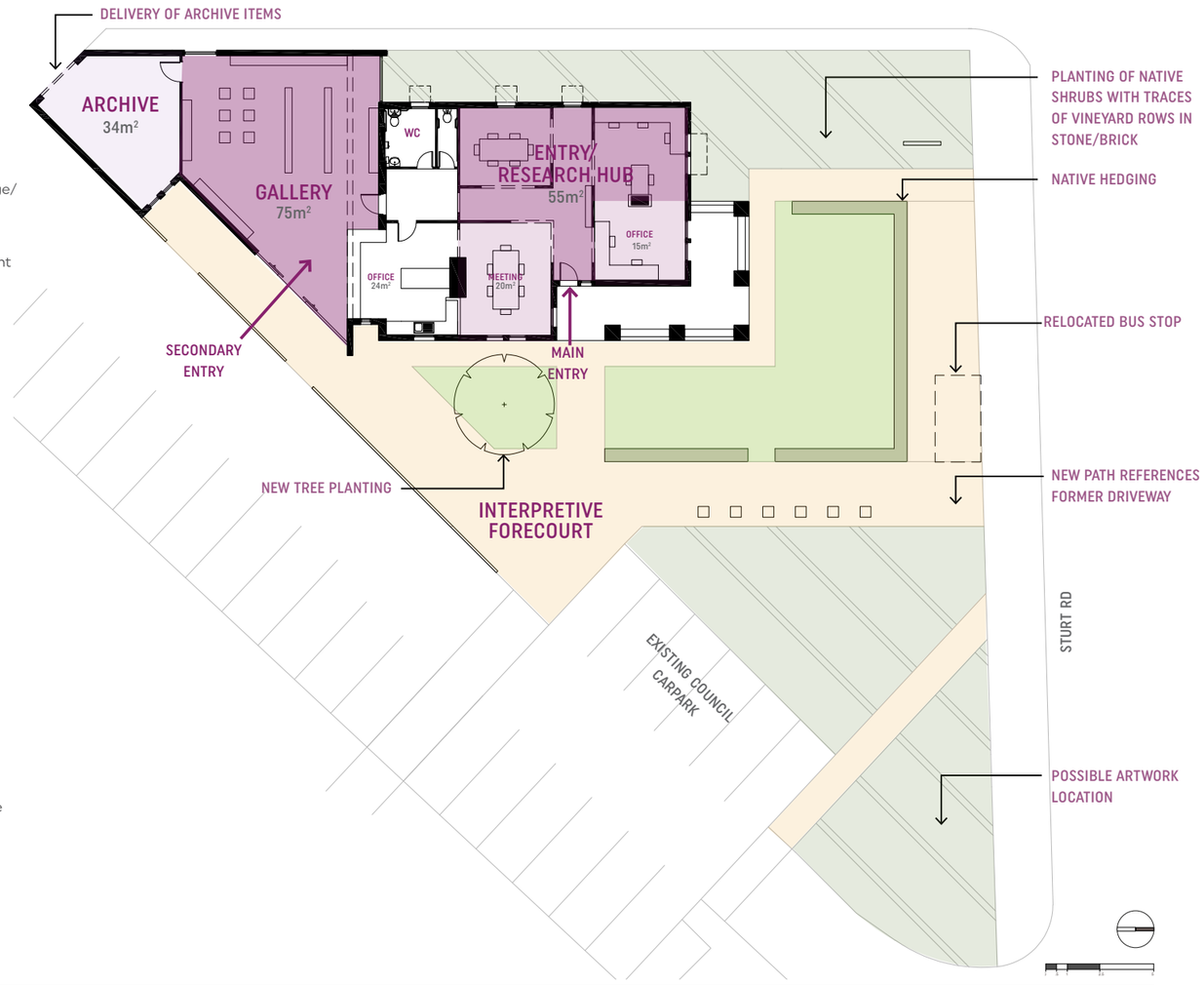
- Open up existing internal floor plan for entry/research hub
- Creating a modest glass link to transition between new and old built form
- Move rear entry to align with corridor + provide greater clearance from bathroom
- Establish new entry with an interpretive forecourt including appropriate signage/ wayfinding
- Build new gallery extension with archive amenities to south/west
- Rearrange wet area facilities to accomodate accessible bathroom and ambulant toilet
- Former kitchen area opened into new extension to serve as office/front desk space
- Water efficient landscape outside, reference history of vineyards/market gardens in area
- Hedges, reminiscent of old photos of the Red House, border the lawn area
- Bus stop integrated into overall landscape design

PROS

- Major external works to south of Red House
- Capacity for larger research hub + gallery
- Dedicated gallery, allows for both permanent + short term displays
- Southern extension has a more immediate relationship with existing council administraton building
- Dedicated archive store
- Wet areas remain in existing locations
- Wet areas equally accessible by gallery + research hub
- Opportunity to incorporate a forecourt/wayfinding into new entry

CONS

- Extension removes some council carparking, however opportunity to rearrange existing carpark to include more



11_ **PROPOSED CONCEPT**_3D VIEWS

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11_ PROPOSED CONCEPT_VIEWS

GRIEVE GILLETT ANDERSEN

11_ PROPOSED CONCEPT_VIEWS

(drawing not to scale)

GRIEVE
GILLETT
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APPENDIX A_RESEARCH REFERENCES CONTINUED

GRIEVE GILLETT ANDERSEN

Other references that have been reviewed as part of the development of this project include:

- Marion Heritage Research Centre Collections Management Guidelines - Draft. Oct 2020
- Books
  - Historic sites and landscapes: The Southern Hills – Marion, Onkaparinga and Willunga. Pam Smith, Susan Piddock and Donald Pate (eds). Kopi Books, 2005
  - The Glandore Story: from hulk to haven. Charles Morley. Glandore Community Association, 1995
  - The History of Marion on the Sturt. Alison Dolling. Peacock Publications, 1981

Reports, presentations and papers:

- City of Marion 2016 Census Results: Community Profile. Profile.id
- City of Marion Heritage Survey, Donovan and Associates, April 1990
- Commemorating Their Service: 2019 War Banners, Danielle Trewartha, City of Marion
- From the Bay to the Battlefield. City of Holdfast Bay, 2018.
- Glenthorne National Park Master Plan Report. Aspect Studios and URPS. January 2020. file:///C:/Users/sstep/AppData/Local/Temp/glenthorne-np-master-plan-report-gen-1.pdf
- Glenthorne State Heritage Area: proposal to the Hon David Speirs MLC, Minister for Environment and Water and Recommendations for a Heritage Precinct at Glenthorne. Pam Smith, September 2018. http://www.friendsofglenthorne.org.au/wp-content/uploads/2018_Glenthorne_Heritage_Proposal.pdf
- Glenthorne: The Australian Army No. 9 Remount Depot 1913 to 1946. Pam Smith, 2015. http://www.friendsofglenthorne.org.au/wp-content/uploads/2015_AboutTime_Presentation.pdf
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- History of the house at 245 Sturt Road, Sturt. Danielle Trewartha, City of Marion, 2020.
- Marion Heritage Research Centre Collections Management Guidelines, Draft Oct 2020
- Remnant Native Vegetation Plan 2018 to 2023. City of Marion.
- Species list: Oaklands Wetland BioBlitz 017. https://cdn.Marion.sa.gov.au/sp/Species-list-Oaklands-Wetland-BioBlitz-2017.pdf
- The Strange Tale of the Worthing Mine. Peter Bell. Journal of the Historical Society of South Australia 32, pp 30-42, 2004.
- Tonsley Cultural History Report. Sally Stephenson and Quentin Gore, Martins Integrated and Government of South Australia, 2012.
- Worthing Mine and its historic enginehouse. G.J. Drew and J.E. Connell. pp101-114. http://www.samininghistory.com/wp-content/uploads/2014/11/drew-1987-worthing.pdf

Webpages and websites

- Birds SA: bird lists for each reserve
- City of Marion: pages listed below and their subpages
  - Art in public places
  - Citizen Science
  - Community Gardens
  - Connecting with nature
  - Cultural heritage collection
  - Glandore Community Centre
  - Glenthorne Farm
  - Hallett Cove Conservation Park
  - Join a community garden
  - Living Kaurna Cultural Centre
  - Local conservation groups
  - Local History
  - Marion Cultural Centre
  - Marion Heritage Research Centre
  - Marion Vineyard
  - Oaklands Estate Reserve
  - Oaklands Recreation Plaza
  - Oaklands Reserve
  - Oaklands Wetland and Education Centre
  - Our Cultural Heritage
  - Stories of the Sturt River
  - Sturt River Linear Park
  - Walking and cycling
  - Warriparri
  - Warriparinga Wetlands

APPENDIX A_RESEARCH REFERENCES CONTINUED

Webpages and websites

- Find and Connect: history and information about Australian orphanages, children's Homes and other institutions.
- Glenthorne National Park: about the park. https://www.glenthorne.sa.gov.au/about
- Hallett Cove Conservation Park. https://hallettcovecp.com.au/
- Hallett Cove Conservation Park. National Parks and Wildlife Service, South Australia. https://www.parks.sa.gov.au/find-a-park/Browse_by_region/Adelaide/hallett-cove-conservation-park
- Hamilton's Ewell Vineyards: archives. http://www.hamiltonewell.com.au/archives.html
- Overview of Hallett Cove Geological History. Mark Willoughby. https://www.mindat.org/article.php/957/Overview+of+Hallett+Cove+Geological+History
- Urban vineyards. Source: https://patritti.com.au/pages/urban-vineyards.
- WeekendNotes
  - Annie Doolan's Cottage
  - Discover Lizard Lodge and Glenthorne
  - George Street Reserve and Playground
  - Glenthorne Farm
  - Interesting things to do at Glandore Community Centre
  - Marion Coastal Walk
  - Marion Conservation Park
  - Marion Historic Display Centre
  - Marion Historic Village
  - Marion's Oaklands Wetlands
  - Old Marion Village Heritage Area
  - Patritti Cellar Door
  - Patritti Wines and Juices
  - Sturt River Linear Park
  - Things to do in Marion
  - Warriparinga Nature Reserve
- Worthing Mine (Hallett's Mine). https://www.mindat.org/loc-241236.html

Brochures:

- Hallett Cove Geological Trail. Primary Industries and Resources SA, 2010.
- Marion Coastal Walks brochure. City of Marion, 2015. https://cdn.Marion.sa.gov.au/sp/Coastal-Walks-Brochure.pdf?mtime=20180226123542
- Marion Historic Village Heritage Walk. City of Marion, 2017.
- Warriparinga Wetland. NRM Education, nd.
- Your Guide to Oaklands Wetland. City of Marion, nd.

Archival materials:

- History Trust of South Australia glass negatives collection
- National Archives of Australia – service records
- SAILIS: Historic Lands Titles Records
- State Library of South Australia:
  - Photographic collections
  - Hundreds maps
  - Manning Index of South Australian History
  - SA Postal Directories
- Trove: Newspaper reports

APPENDIX B_ THEMES + STORYLINE IMAGE REFERENCES

GRIEVE GILLETT ANDERSEN

Image captions and references

1. Grape picking at Wattiparinga, Tonsley, c1920.
   State Library of South Australia B 33771.
2. The manual arts room at the Industrial School, Edwardstown, c1946.
   Photo courtesy of Find and Connect.
3. Walter Howchin, geologist, at Hallett Cove, c1920. Howchin described and traced the extent of two periods of glaciation affecting South Australia, based on his work at Hallett Cove and in the Sturt Gorge.
   State Library of South Australia B 69399/7.
4. Brick made by Robert William Wade, Marion brickmaker.
   State Library of South Australia PRG 1631/45/81C
5. Community members working together at the community garden, Glandore.
   City of Marion.
6. Aerial photo of Tonsley and Clovelly Park, with the tree-lined Wattiparinga Creek running from top to bottom in the centre. The orchards and vineyards of Tonsley Park and Wattiparinga properties are in lower left quadrant. South Road runs from near the bottom left, before taking a bend in the centre of the photo and hearing to the right. The photo was taken by Max Ragless, c1943, while leaning out of a Tiger Moth.
   Photo courtesy of David Ragless.
7. Land army women picking an almond crop at Hamilton's vineyards, Marion.
   State Library of South Australia B 77987/379
8. The Tjilbruki Gateway is at the entrance to Warriparinga and the Living Kaurna Cultural Centre.
   This public art work was created in 1995-97 by Margaret Worth, Sherry Rankine, a Kaurna artist and Gavin Malone.

APPENDIX C_ ALTERNATE CONCEPT PLAN - OPTION 1_MINIMAL

PREPARED FOR THE CITY OF MARION (01.12.2020)

SCOPE OF WORKS

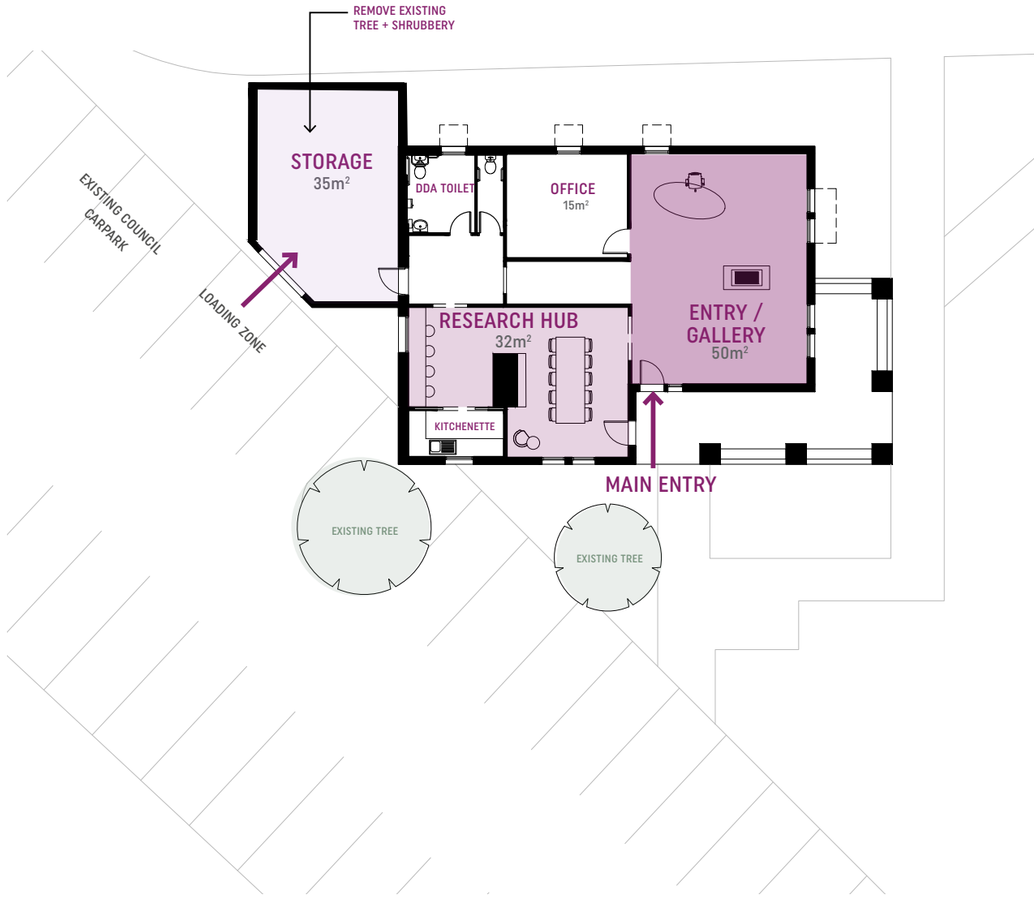
- Convert existing shared office into open entry + gallery
- Open up existing meeting room to form research hub
- Move rear entry to align with corridor
- Retain existing entry + provide appropraite signage/wayfinding
- Move archive off-site + reconfigure store into staff/volunteer office
- Addition of an archival storage pod to rear of Red House

PROS

- Minimal external works
- Retain facilities within existing footprint
- Wet areas remain in existing locations
- Capacity for open plan gallery

CONS

- Missed opportunity for larger amenities
- Does not meet aspirational spatial analysis



GRIEVE GILLETT ANDERSEN

APPENDIX C_ ALTERNATE CONCEPT PLAN - OPTION 2_INTERMEDIATE

PREPARED FOR THE CITY OF MARION (01.12.2020)

SCOPE OF WORKS

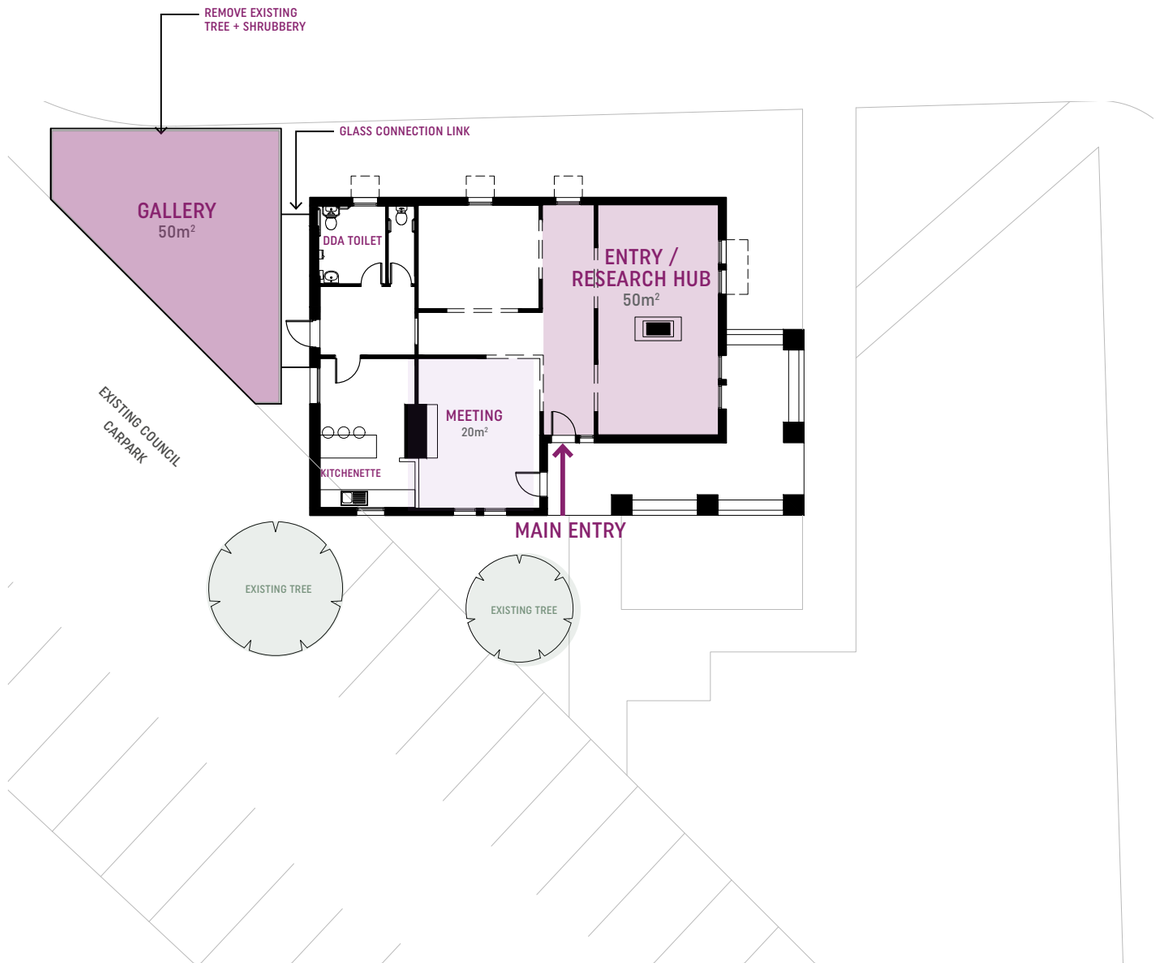
- Demolish and reconfigure existing shared office into entry/research hub
- Move rear entry to align with corridor + provide greater clearance from bathroom
- Move archive off-site + reconfigure store into staff/volunteer office
- Create a modest glass link to transition between new and old built form
- Retain existing entry + provide appropraite signage/wayfinding
- Build new gallery/exhibition extension to south of Red House

PROS

- New facilities provide additional amenities for community congregation
- Capacity for larger research hub + gallery
- Dedicated gallery, allows for both permanent + short term displays
- Wet areas remain in existing locations
- Wet areas equally accessible via gallery + research hub

CONS

- Extensions interface with existing council carpark
- Does not meet aspirational spatial analysis



APPENDIX C_ ALTERNATE CONCEPT PLAN - OPTION 3B_MAXIMUM

PREPARED FOR THE CITY OF MARION (01.12.2020)

SCOPE OF WORKS

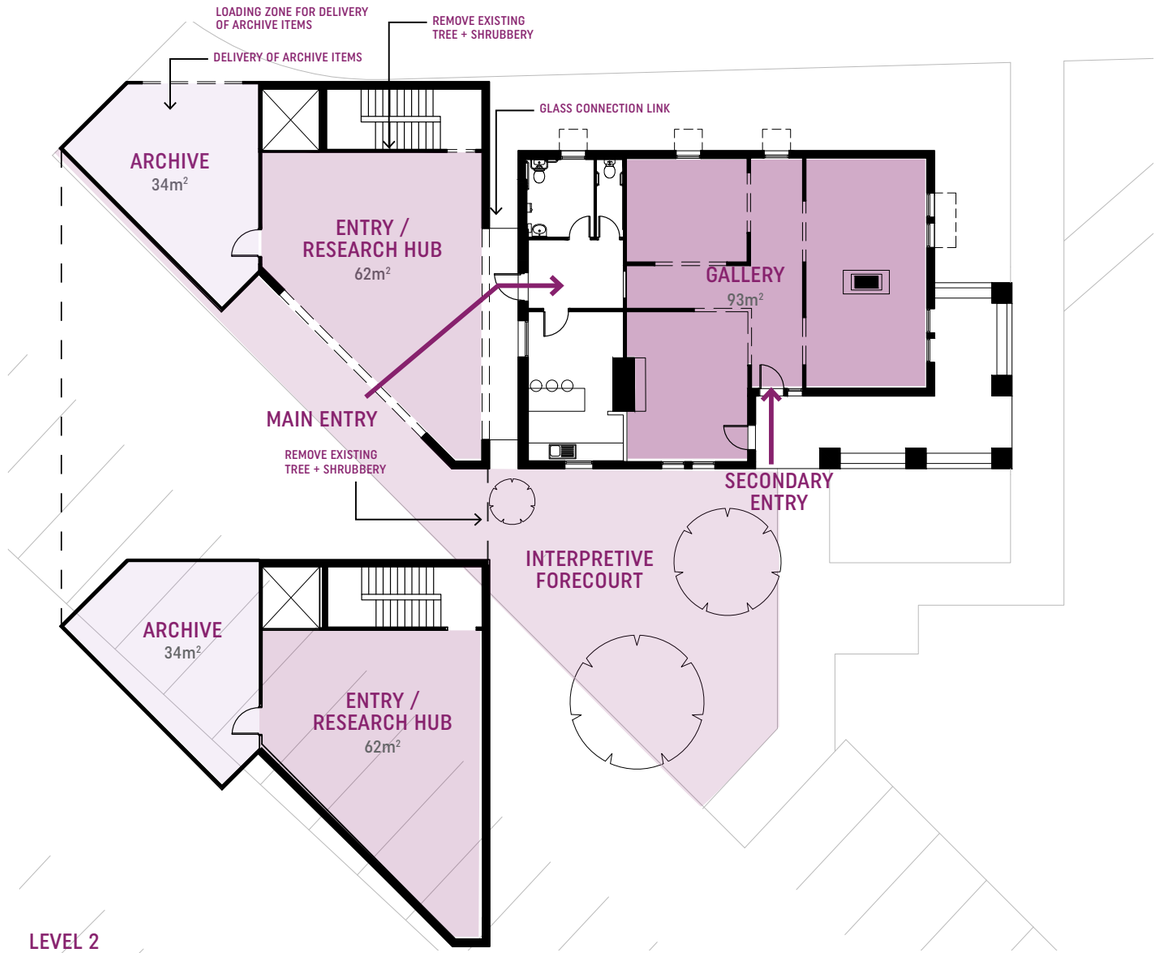
- Open up existing internal floor plan for gallery/exhibition
- Creating a modest glass link to transition between new and old built form
- Move rear entry to align with corridor + provide greater clearance from bathroom
- Establish new entry and provide appropraite signage/wayfinding
- Build new research hub extension with circulation core to west + mezanine facilities above

PROS

- Major external works to south of Red House
- Capacity for larger research hub + gallery
- Dedicated gallery, allows for both permanent + short term displays
- Southern extension has a more immediate relationship with existing council administraton building
- Dedicated archive store (2-storey)
- Wet areas remain in existing locations
- Wet areas equally accessible by gallery + research hub
- Opportunity to incorporate a forecourt/wayfinding into new entry

CONS

- Extension removes some council carparking, however opportunity to rearrange existing carpark to include more



GRIEVE GILLETT ANDERSEN

APPENDIX C_ PROPOSED CONCEPT PLAN

PREPARED FOR THE CITY OF MARION (01.12.2020)

SCOPE OF WORKS

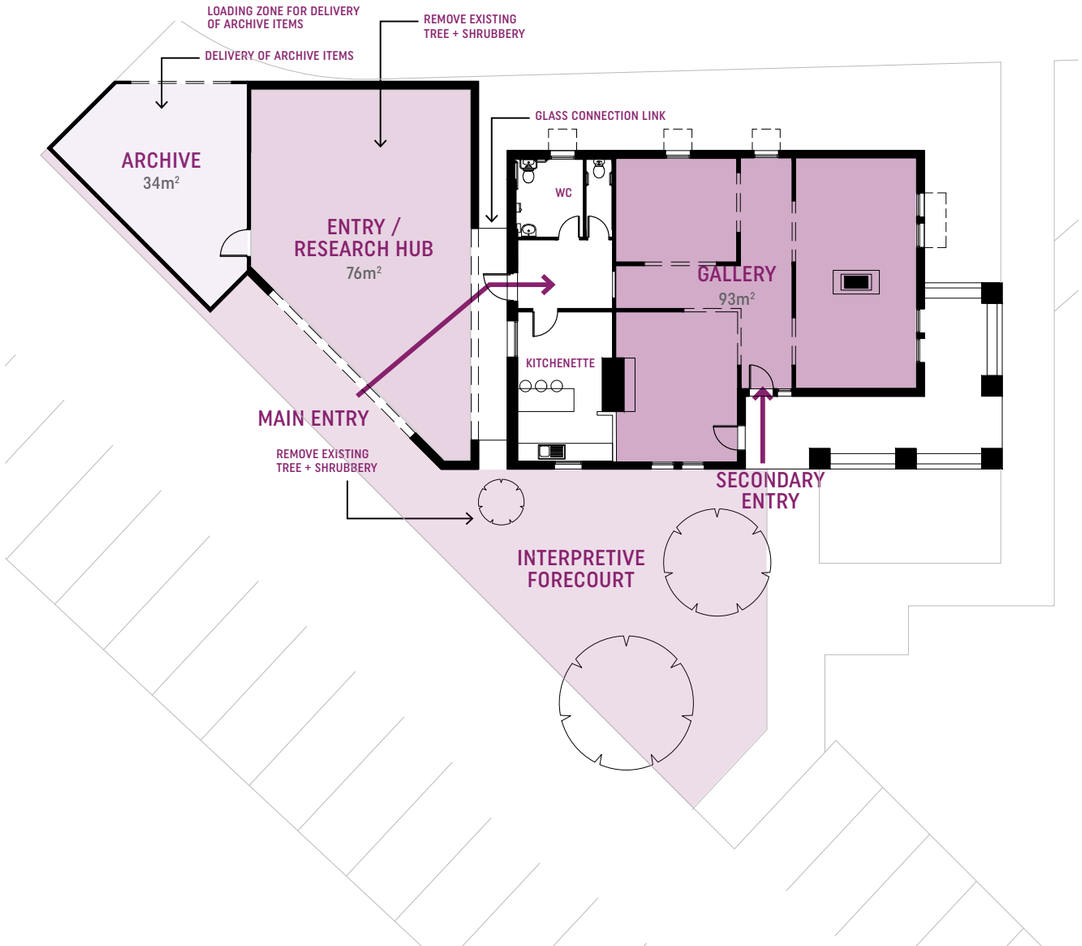
- Open up existing internal floor plan for for gallery/exhibition
- Creating a modest glass link to transition between new and old built form
- Move rear entry to align with corridor + provide greater clearance from bathroom
- Establish new entry with an interpretive forecourt including appropriate signage/ wayfinding
- Build new research hub extension with archive amenities to south/west
- Rearrange wet area facilities to accomodate accessible bathroom and ambulant toilet

PROS

- Major external works to south of Red House
- Capacity for larger research hub + gallery
- Dedicated gallery allows for both permanent + short term displays
- Southern extension has a more immediate relationship with existing council administraton building
- Dedicated archive store
- Wet areas remain in existing locations
- Wet areas equally accessible by gallery + research hub
- Opportunity to incorporate a forecourt/wayfinding into new entry

CONS

- Extension removes some council carparking, however opportunity to rearrange existing carpark to include more



APPENDIX D_ CONCEPT EXPLORATIONS

Alternative Massing A

Alternative Massing A

Alternative Massing B

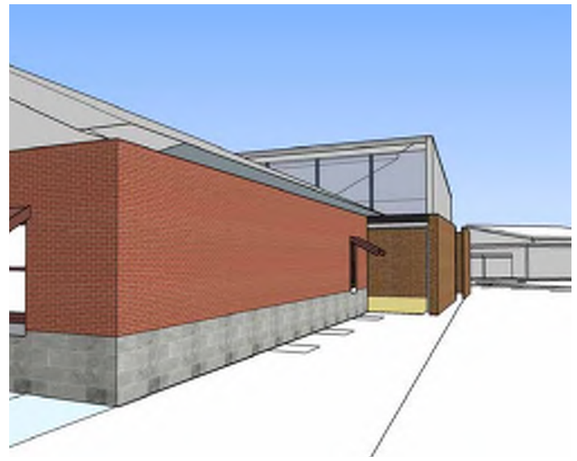
Alternative Massing B

APPENDIX D_ CONCEPT EXPLORATIONS

GRIEVE GILLETT ANDERSEN

Alternative Massing C

Alternative Massing D



Alternative Massing C

Alternative Massing D

APPENDIX D_ CONCEPT EXPLORATIONS

Alternative Massing E

Alternative Massing E

Alternative Massing F

Alternative Massing F

APPENDIX E_ COST PLAN

GRIEVE GILLETT ANDERSEN

HEINRICH CONSULTING Pty. Ltd.	Project Cost Management
	16 Elphyn Rd. Kingswood SA 5062 Ph. 0407 186 287
2792 - CITY OF MARION - MUSEUM CONCEPT	
PRELIMINARY ESTIMATE	18-Jan-21

2792 - CITY OF MARION - MUSEUM CONCEPT

ESTIMATE SUMMARY

Alterations to Existing		291,845
Entry/Office/Research Hub		464,182
Archives		131,669
Reconfigure Car Park & Landscaping		239,230
Provisional Allowance for Solar Panels		10,000
Construction Contingency	10%	113,693
ESTIMATED CURRENT CONSTRUCTION COST		1,250,619
Professional, Council/Certification & CITB Fees	12%	150,074
Loose Furniture & Equipment		EXCLUDED
ESTIMATED CURRENT PROJECT COST		1,400,694
GST	10%	140,069
ESTIMATED CURRENT CONSTRUCTION COST (INC. GST)		**$ 1,540,763**

EXCLUDED ITEMS:
- escalation
- loose furniture, curtains & equipment
- latent conditions, site access difficulties & out of hours work
- property acquisition, legal, financing & associated costs
- upgrading of existing site services infrastructure (if required)
- asbestos removal (if required)
- site remediation & removal of contaminated spoil (if required)

BASIS OF ESTIMATE:
- rates current as at January 2021
- procurement via lump sum competitive tender
- instructions from Ms. V. Clarkson
- Grieve Gillett Andersen Dwg. Mo. 20150SK01

HEINRICH CONSULTING Pty. Ltd. Project Cost Management
16 Elphyn Rd. Kingswood SA 5062 Ph. 0407 186 287
2792 - CITY OF MARION - MUSEUM CONCEPT
PRELIMINARY ESTIMATE 18-Jan-21

DETAILED ESTIMATE

ALTERATIONS TO EXISTING					**$ 291,845**
Sundry demolition of fittings	Item			1,200	
Demolition of internal walls	m	6	125	750	
Form external opening to Office	No	1	2,500	2,500	
Form internal opening	No	8	750	6,000	
Remove ceilings & expose structure	m2	130	45	5,850	
Demolish rear verandah	Item			1,500	
Take out rear door & infill	No	1	1,500	1,500	
Form opening & provide new rear door	No	1	2,650	2,650	
Partition	m2	32	220	7,040	
Internal door	No	3	1,200	3,600	
DDA Toilet	Item			35,000	
Ambulant toilet	Item			30,000	
New kitchen	Item			15,000	
Paint throughout	m2	130	120	15,600	
Polish floor boards	m2	130	30	3,900	
Air conditioning	m2	130	275	35,750	
Electrical services	m2	130	240	31,200	
Fire services	m2	130	20	2,600	
BWIC	Item			6,955	
Minor works external to building	Item			15,000	
Main Contractors Preliminaries, Overhead & Margin				41,719	
Design Development Contingency				26,531	
ENTRY/RESEARCH HUB					**$ 464,182**
Earthworks & site prep	Item			6,000	
Substructure	m2	99	220	21,780	
Columns	m2	99	150	14,850	
Roof	m2	99	600	59,400	
Walls	m2	130	375	48,750	
Pair auto doors	No	1	12,000	12,000	
Window	m2	73	650	47,450	
Floor finish	m2	90	75	6,750	
Ceiling	m2	90	150	13,500	
Office joinery	Item			20,000	
Research hub joinery	Item			15,000	
Air conditioning	m2	90	400	36,000	
Electrical services	m2	90	240	21,600	
Fire services	m2	90	20	1,800	
BWIC	Item			5,940	
Minor external works	Item			25,000	
Main Contractors Preliminaries, Overhead & Margin				66,164	
Design Development Contingency				42,198	

HEINRICH CONSULTING Pty. Ltd. Project Cost Management
16 Elphyn Rd. Kingswood SA 5062 Ph. 0407 186 287
2792 - CITY OF MARION - MUSEUM CONCEPT
PRELIMINARY ESTIMATE 18-Jan-21

ARCHIVES					**$ 131,669**
Earthworks & site prep	Item			4,000	
Substructure	m2	34	220	7,480	
Columns	m2	34	100	3,400	
Roof	m2	34	400	13,600	
Walls	m2	58	375	21,750	
Door	No	1	1,800	1,800	
Window	m2	4	600	2,400	
Partition	m2	18	220	3,960	
Internal door	No	1	1,200	1,200	
Floor finish	m2	34	75	2,550	
Ceiling	m2	34	150	5,100	
Air conditioning	m2	34	275	9,350	
Electrical services	m2	34	240	8,160	
Fire services	m2	34	20	680	
BWIC	Item			1,819	
Minor external works	Item			15,000	
Main Contractors Preliminaries, Overhead & Margin				17,450	
Design Development Contingency				11,970	
RECONFIGURE CAR PARK & LANDSCAPING					**$ 239,230**
Site, clear & level site	m2	653	35	22,855	
Paving	m2	273	120	32,760	
Allowance for artwork to paving	Item			5,000	
Garden bed preparation, topsoil & mulch	m2	380	45	17,100	
Allowance for supply of plants	Item			5,000	
Allowance for irrigation	Item			5,000	
Low brick walls (& footing)	m	48	600	28,800	
Timber fin wall	m	27	600	16,200	
Mowing strip/making good of existing surface adjacent new building or wall	m	46	120	5,520	
Relocated main sign	Item			1,000	
Integrate existing bus shelter into new wall	Item			2,500	
Allow for repainting/adjustment of existing car park spaces	Item			2,500	
Allowance for stormwater drainage	Item			15,000	
Allowance for external lighting	Item			20,000	
BWIC	Item			2,000	
Main Contractors Preliminaries, Overhead & Margin				36,247	
Design Development Contingency				21,748	

APPENDIX F_ INTERPRETATION AT THE CENTRE OF HISTORY: RED HOUSE

Warriparri - the natural environment	Children's lives	Ancient land	Industry and technology	From farms and villages to city	The changing face of community	Supporting the military	Art, culture and creativity
- Interpretive text with photos	- Interpretive text with photos	- Interpretive text with photos	- Interpretive text with photos	- Interpretive text with photos	- Interpretive text with photos	- Interpretive text with photos	- Interpretive text with photos
-Find out more by visiting: Living Kaurna Cultural Centre; Sturt River Linear Walk; Oaklands Wetlands; Warriparinga Wetlands	-Find out more by visiting: Living Kaurna Cultural Centre; Historic Marion Village Museum and walk; Glandore Community Centre	-Find out more by visiting: Hallett Cove Geological Reserve	-Find out more by visiting: Tonsley precinct; Glenthorne; Edwardstown precinct; Historic Marion Village Museum; Worthing Mine; Marion Coastal walk; Fairford house	-Find out more by visiting: Marion Historic Village walk; Sturt River linear walk; Fairford House and Coach House; Glenthorne farm; Perry Barr house; Sturt River linear park; Tonsley precinct; Edwardstown precinct	-Find out more by visiting or participating in: Community Gardens Citizen Science activities Living Kaurna Cultural Centre; arion Historic Village Museum; Oaklands reserve; Edwardstown precinct; Morphettville racecourse	-Find out more by visiting: Glenthorne Morphettville Racecourse	-Find out more by visiting: Living Kaurna Cultural Centre; Marion Public Art Trail; Marion Cultural Centre

APPENDIX F_ INTERPRETATION AT THE CENTRE OF HISTORY: RED HOUSE

INTERPRETIVE ELEMENTS IN THE GALLERY/EXHIBITION SPACE

1. Interpretive panels for each theme with:
    a. text telling representative stories
    b. interesting photos
    c. find out more – invitation to visit another relevant location or participate in an activity (provide a brochure, link to website, or later promote an app with details of the site, trail or activity)
    d. audio stories relevant to the theme based on material sourced from:
        i. Oral history excerpts,
        ii. Diary entries, or
        iii. Newspaper reports

    Audio accessed either by scanning a QR code or by installing an audio device with a panel for visitors to select the story to hear.

2. Display objects
    a. Smaller items in display cases. Cases can be moved around, and objects changed.
    b. One case to have 'object of the month'. Could be an item on loan from a community member. Text to explain the significance of the item, with possibility of adding a QR code to link to some relevant audio.
    c. Larger items e.g. the rotary hoe placed adjacent to relevant panel; wheelbarrow of bricks; old school desks

3. Interactive elements available on one or two tables that could be moved around (and joined together to create a larger table). Stools/benches available. Space for wheelchairs to manoeuvre under table.
    a. Touch screen/table showing
        i. Maps and aerial photos of the council region over time
        ii. Places on the map named and linked to photos of the place at different times
        iii. Kaurna names shown where known. If possible, include audio recording to teach pronunciation of the Kaurna names
    b. Tablets with simulations or serious games developed in collaboration with industry or with students at Flinders University (Tonsley campus) undertaking the Bachelor of Computer Science (Simulation and Serious Games) degree or the Bachelor of Information Technology (Game Development) degree. Games should relate to a historic theme (e.g. brick-making; growing fruit trees; making wine; geological discoveries at Hallett Cove).
    c. Hands-on activities e.g. using tools; old-fashioned children's games; geological investigation with rock samples and fossils; wooden bricks for construction activities
    d. Opportunities for visitor input: memories related to the displays, reflections based on the displays, and 'share your story' options.
        i. Cards: Visitors write their memories (inspired by the exhibition) on pieces of paper printed to look like bricks, then fix it to a notice board/wall to build up a brick structure.
        ii. Social media: Visitors post memories and comments to Facebook or Instagram and tag the MHRC/Museum
        iii. Website: Visitors e-upload written memories, reflections, photos to a dedicated e-mail address at MHRC/Museum
        iv. E-mail: Visitors e-mail written memories, reflections, photos to a dedicated e-mail address at MHRC/Museum

APPENDIX F_ INTERPRETATION AT THE CENTRE OF HISTORY: RED HOUSE

INTERPRETIVE ELEMENTS IN THE GALLERY/EXHIBITION SPACE

4. Changing display
    a. Display based on research done in the MHRC on a particular family, place, community group, job etc. Interpretive panel template prepared by designer of the main interpretive panels so that community groups/researchers can provide a pre-defined amount of text and photos, which City of Marion staff can drop in to the template and have professionally printed. Ensures more professional appearance and the design is consistent with the other displays in terms of font, spacing, layout etc.
    b. General information provided about volunteering at the Heritage Centre, researching family and local history, contributing to a display.

5. Virtual elements (related specifically to the museum/gallery)
    a. Additional information about the Red House and the heritage themes made available on website
    b. Virtual art gallery of items in storage that are not otherwise able to be displayed
    c. Easily searchable, illustrated e-catalogue of photographs, documents, objects and oral histories. [see Gawler Cultural Heritage Centre eHive catalogue for an example: https://ehive.com/collections/7764/gawler-cultural-heritage-centre]
    d. Papers from the Heritage Research Centre and the Marion Historical Society accessible and downloadable
    e. Share your story. Virtual visitors upload photos, videos, audio or documents via a dedicated web page. [see Museum of Early Trades and Crafts example: https://www.metc.org/share-your-story/]

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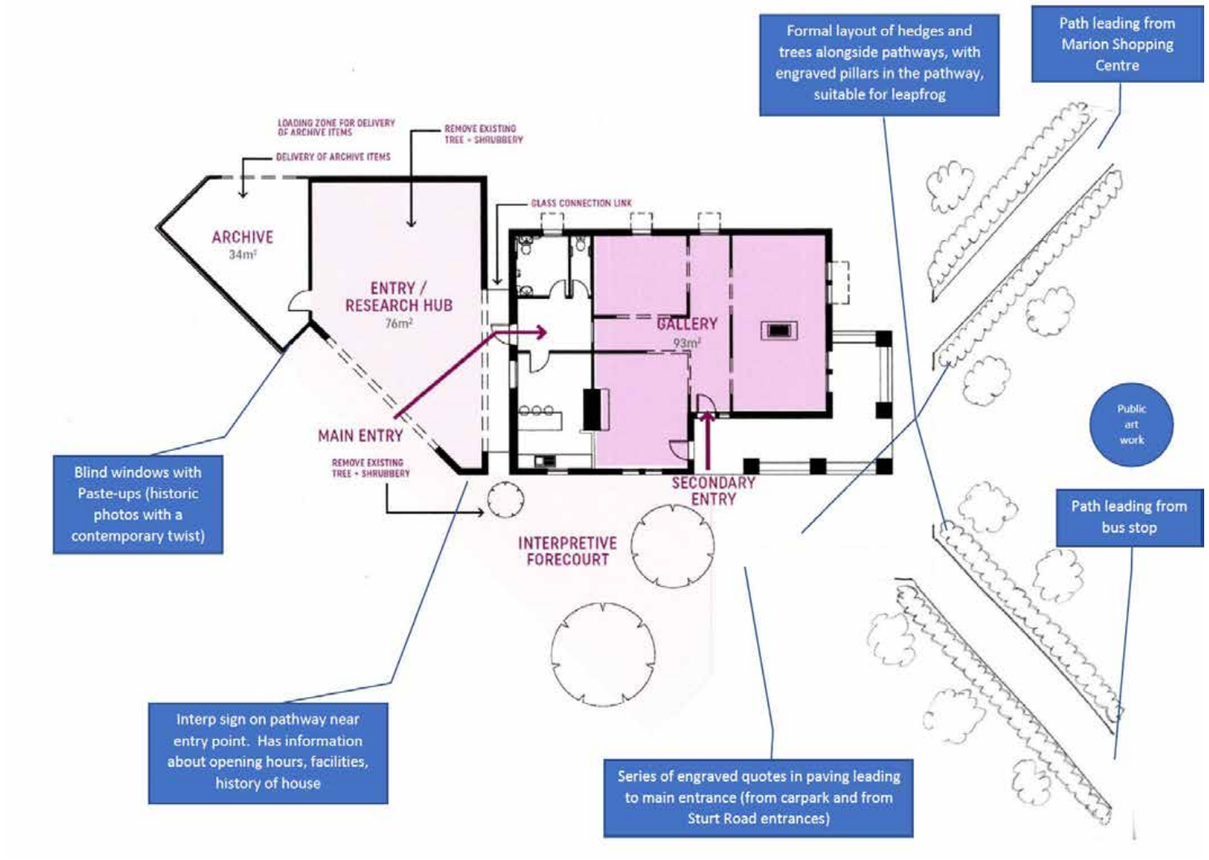
APPENDIX F_ INTERPRETATION AT THE CENTRE OF HISTORY: RED HOUSE

INTERPRETIVE ELEMENTS IN THE MUSEUM FORECOURT + BUILDING EXTERIOR

1. Landscape
    a. Formal elements: consistent with rows of orchards, vineyards, glasshouses
    b. Include low water-use native bush food plants, if possible. E.g. linear planting of Cymbopogon along the pathway; hedge of Backhousia myrtifolia (cinnamon myrtle) or Syzygium australe (bush cherry).
2. Pathways along most obvious routes from car park, bus stop, and shopping centre. Engraved quotes about Marion in the paving leading towards the Red House main entry, e.g.
    a. *´A lovely landscape stretches before the eye, with shining yellow haystacks beyond and behind all, the blue-black curtain of the hills.'*
    b. *'Everywhere charming cottages are met with surrounded by several acres of fruit or vegetable gardens.'*
    c. *'The life is a grand one; it is so free and healthful, and the fresh air of the country invigorates one so.'*
3. Pillars along the pathway leading to the main entry
    a. Suitable height and placement for playing leap-frog
    b. Engraved with images or words related to interpretive themes
    c. Include Kaurna images and words, with appropriate approval
4. Street art paste-ups in the blind windows in the archive addition. Can be changed annually. *(Should consider additional locations for these so that visitors not entering from car park direction see them.)*
5. Interpretive sign near the main entry. Incudes information about the museum and heritage centre (opening hours, cost, exhibitions, services available, accessibility). Also includes history of the Red House building and the Phelps family, with QR code link to relevant oral history interview excerpts (if available).
6. Public art work in highly visible location on Sturt Road (and a location that does not compete with current signage). Art work to relate to one or more of the identified heritage themes.
7. Building materials that reference glasshouses, brickmaking, and/or local geology.

APPENDIX F_ INTERPRETATION AT THE CENTRE OF HISTORY: RED HOUSE

INTERPRETIVE ELEMENTS IN THE MUSEUM FORECOURT + BUILDING EXTERIOR
PREPARED FOR THE CITY OF MARION (01.12.2020)



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APPENDIX F_ INTERPRETATION AT THE CENTRE OF HISTORY: RED HOUSE

INTERPRETIVE ELEMENTS IN THE MUSEUM FORECOURT + BUILDING EXTERIOR

Bus stop to the south-east of the Red House. Needs a path to the Red House to avoid visitors walking across a garden.

Sturt Road façade. Possible site of public art work, but not adjacent to current permanent sign.

Pathway leading from the north-east (Marion Shopping Centre direction)

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPT FOR PROMOTION OF THE OTHER COUNCIL SITES: BY SITE

Site	Interpretive options	Primary, secondary or tertiary site (*indicates additional site not included in project brief)
New City of Marion Museum, at the Red House	See detailed information in appendix E & F for interpretive options inside the museum gallery, and outside in the forecourt.	Primary
Clovelly Park Community Garden	• Interpretive information or quotes in paving, seating, fencing or other landscape elements	Tertiary *
Edwardstown precinct	• Interpretive information in paving and seating	Secondary *
Ewell (Marion) vineyard	• Interpretive signs +/- QR codes to link to additional information • Interpretive information or quotes in paving, seating, fencing or other landscape elements	Secondary *
Fairford House and Coach House	• Interpretive signs +/- QR codes to link to additional information • Augmented reality (AR) experience with walking tour app • Public art • Guided experiences • Workshops and hands-on activities • Travelling exhibition or pop-up display	Primary
Glade Crescent Wetland, Hallett Cove	• Interpretive signs +/- QR codes to link to additional information	Tertiary *

GRIEVE GILLETT ANDERSEN

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPT FOR PROMOTION OF THE OTHER COUNCIL SITES: BY SITE

Site	Interpretive options	Primary, secondary or tertiary site (*indicates additional site not included in project brief)
Glandore Neighbourhood and Community Centre incl community garden	• Interpretive signs +/- QR codes to link to additional information • Interpretive information or quotes in paving, seating, fencing or other landscape elements • Public art • Guided experiences • Workshops and hands-on activities • Events and performances • Travelling exhibition or pop-up display	Primary
Glenthorne Farm **(Ityamaiitpinna Yarta)**	• Interpretive signs +/- QR codes to link to additional information • Augmented reality (AR) experience with walking tour app • Nature play space • Guided experiences • Citizen science projects • Workshops and hands-on activities • Events and performances	Primary
Hallett Cove Geological Area and Conservation Park	• Interpretive signs +/- QR codes to link to additional information • Augmented reality (AR) experience with walking tour app • Guided experiences • Self-guided tour • Citizen science projects • Workshops and hands-on activities	Primary

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPT FOR PROMOTION OF THE OTHER COUNCIL SITES: BY SITE

Site	Interpretive options	Primary, secondary or tertiary site (*indicates additional site not included in project brief)
Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden	• Interpretive signs +/- QR codes to link to additional information • Public art • Guided experiences • Self-guided tour • Citizen science projects • Workshops and hands-on activities • Events and performances	Primary
Marino Community Garden	• Interpretive information or quotes in paving, seating, fencing or other landscape elements	Tertiary *
Marino Conservation Park	• Interpretive signs +/- QR codes to link to additional information • Citizen science projects • Self-guided tour	Primary *
Marion Coastal Walk	• Interpretive signs +/- QR codes to link to additional information • Self-guided tour	Primary *
Marion Cultural Centre	• Public art • Workshops and hands-on activities • Events and performances • Travelling exhibition or pop-up display • Website or virtual exhibition	Primary *

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APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPT FOR PROMOTION OF THE OTHER COUNCIL SITES: BY SITE

Site	Interpretive options	Primary, secondary or tertiary site (*indicates additional site not included in project brief)
Marion Historic Village precinct and Museum	• Interpretive signs +/- QR codes to link to additional information • Public art • Guided experiences • Self-guided tour • Events and performances • Travelling exhibition or pop-up display	Primary
MarionLIFE Community Garden, Mitchell Park	• Interpretive information or quotes in paving, seating, fencing or other landscape elements	Tertiary *
Morphettville Racecourse, wetlands and stables	• Interpretive signs +/- QR codes to link to additional information • Public art • Self-guided tour	Secondary *
Oaklands Reserve and wetland	• Interpretive signs +/- QR codes to link to additional information • Public art • Nature play space • Citizen science projects • Workshops and hands-on activities • Events and performances	Primary
Oliphant Avenue Reserve and Oaklands community garden	• Interpretive information or quotes in paving, seating, fencing or other landscape elements	Tertiary *
O'Halloran Hill Recreation Park	• Interpretive signs +/- QR codes to link to additional information	Tertiary *

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPT FOR PROMOTION OF THE OTHER COUNCIL SITES: BY SITE

Site	Interpretive options	Primary, secondary or tertiary site (*indicates additional site not included in project brief)
Perry Barr House	• Interpretive signs +/- QR codes to link to additional information • Travelling exhibition or pop-up display	Secondary
Sturt River Linear Park	• Interpretive signs +/- QR codes to link to additional information • App-based tour • Self-guided tour	Primary *
Tonsley precinct	• Augmented reality (AR) experience • Public art • App-based tour • Workshops and hands-on activities • Events and performances • Travelling exhibition or pop-up display	Primary *
Trott Park Community Garden	• Interpretive information or quotes in paving, seating, fencing or other landscape elements	Tertiary *
Worthing Mine and Field River Valley	• Interpretive signs +/- QR codes to link to additional information • App-based tour	Secondary *

GRIEVE GILLETT ANDERSEN

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPT FOR PROMOTION OF THE OTHER COUNCIL SITES: BY SITE

Site	Interpretive options	Primary, secondary or tertiary site (*indicates additional site not included in project brief)
Thematic tours to multiple sites within the council area, e.g.: • **Public art** • **Geology** • **Birds and wildlife** • **Childhood** • **Indigenous culture** • **Military history** • **Technology** • **Farming, gardening and wine**	• App-based tour • Design-your-own tour • Self-guided tours	

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Interpretive signs +/- QR codes to link to further information	• Interpretive signs can be used by those without smart phones, and where wi-fi access is poor (except if wanting to scan a QR code) • Need to be maintained • COVID-safe since do not require handling by members of the public and cleaning • Can link to audio files (e.g. a story of a site) or to websites with more information, maps, brochures • Can be used inside and outside	Ewell (Marion) vineyard Fairford House and Coach House Glade Crescent Wetland, Hallett Cove Glandore Neighbourhood and Community Centre incl community garden Glenthorne Farm Hallett Cove Geological Area and Conservation Park Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marino Conservation Park Marion Coastal Walk Marion Historic Village precinct and Museum Morphettville Racecourse Oaklands Reserve and wetland O'Halloran Hill Recreation Park Perry Barr House Red House/City of Marion Museum Sturt River Linear Park Worthing Mine and Field River Valley

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Interpretive information or quotes on paving (rather than freestanding signs)	• Creates less visual clutter and can be done as part of a landscaping project • Good for children • Can incorporate a tactile element suitable for vision impaired visitors • Good for hearing impaired • Good for non-English speakers • Wheelchair and pram friendly • Intangible benefits from seeing thought-provoking, surprising, and beautiful elements that enhance an outdoor experience • Technology-free experience • Can be used inside and outside	Clovelly Park Community Garden Edwardstown precinct Ewell (Marion) vineyard Glandore Neighbourhood and Community Centre incl community garden Marino Community Garden MarionLIFE Community Garden, Mitchell Park Oliphant Avenue Reserve and Oaklands community garden Red House/City of Marion Museum Trott Park Community Garden

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Walking tour app +/- augmented reality (AR) experience	Requires smart-phone or tablet. Likely to appeal to younger audiences. Needs to be maintained to ensure it continues to work on the latest operating systems. COVID-safe since does not require handling by members of the public and cleaning. Can include features such as • Location-based content delivery • Audio narration (e.g. from oral history, or artist talking about a public art work) • Videos • Embedded interactive maps • 360° photography • Before/after sliders • Commemorative/themed selfie frames • QR code scanning • Indigenous language section • Augmented reality (e.g. heritage overlaid on the current scene) • Points of interest listed according to proximity • Create your own itinerary • Pre-download material for offline use • Multi-language support • Social media integration • Repurpose existing content • iPhone, iPad and Android compatibility • link to museum or other council websites • download pdfs of maps Visitors can be encouraged to investigate other sites, if the app has information about multiple sites, or several interesting trails. Hard to see in bright light and if wearing sunglasses. People need their own phones, as it is difficult for more than one person to read a single screen. However, the audio component can be shared by sharing one ear-piece each (output must be mono for this to work). Using audio means the person can listen to information about the site whilst looking at the actual site, rather than spending the visit looking at their phones and not really engaging fully in the experience.	Fairford House and Coach House Glenthorne Farm Hallett Cove Geological Area and Conservation Park Sturt River Linear Park Tonsley precinct Worthing Mine and Field River Valley

GRIEVE GILLETT ANDERSEN

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Audio station/installation (sound post on a heritage trail, or audio on a device inside as part of a museum display or exhibition)	• Requires maintenance and power. • Use instead of having a QR code for people to access audio from a sign • Accessible to those without phones • Accessible to vision-impaired individuals	Red House/City of Marion Museum
Public art (freestanding sculptures; lighting displays to highlight heritage items or art works; projection on heritage buildings; functional structures such as noise walls that are sculptural in form; art or sculpture integrated into pathways, site furniture or walls etc; water feature; paving feature).	• Can be done as part of a landscaping project • Can be a community development project • Good for children • Can incorporate a tactile element and therefore good for vision impaired visitors • Good for hearing impaired • Wheelchair and pram friendly • Intangible benefits from seeing thought-provoking, surprising, and beautiful elements that enhance an outdoor experience • Good for non-English speakers • Technology-free experience	Fairford House and Coach House Glandore Neighbourhood and Community Centre incl community garden Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marion Cultural Centre Marion Historic Village precinct and Museum Morphettville Racecourse Oaklands Reserve and wetland Red House/City of Marion Museum Tonsley precinct
Playground or nature play space	• Good for children • Good for hearing-impaired visitors • Good for non-English speakers • Technology-free experience • Connection with nature, and improved mental and physical health	Glenthorne Farm Oaklands Reserve and wetland

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Self-guided tours and trails with brochure	Already available for: • Hallett Cove geological trail • Marion Coastal Trail • Marion Historic Village • Sturt Linear Trail Make new brochures for a public art trail, and trails addressing the heritage themes. Could complement an app with theme-based trails.	Hallett Cove Geological Area and Conservation Park Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marino Conservation Park Marion Coastal Walk Marion Historic Village precinct and Museum Morphettville Racecourse Sturt River Linear Park
Design your own tour	Visitors design their own tour based on their interests and other features such as accessibility. Each possible location would be tagged according to theme and to categories such as food/drink, museum/gallery/art, sport, family-friendly, accessibility. A web-based application such as the GPSMyCity.com enables visitors to plan their tour and print out a map or save it to their smartphone. Visitors create their own self-guided walk by choosing a location then selecting places to visit. Destinations can be chosen on the basis of a category or theme, such as landmark, museum/gallery, or food/drink. The map that is created optimises the route and gives details of the walking distance and duration, together with information about each stop and opening hours, where relevant.	Sites across the City of Marion, chosen according to theme/interest

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APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Guided tours	Already undertaken by volunteers around Marion Historic Village	Fairford House and Coach House Glandore Neighbourhood and Community Centre incl community garden Hallett Cove Geological Area and Conservation Park Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marion Historic Village precinct and Museum
Permanent exhibition	Provides the permanent, central hub of heritage displays, combining text, images, audio, tactile elements and hands-on activities to interest a range of ages, nationalities, and abilities.	Red House/City of Marion Museum
Travelling exhibition or pop-up display	• Could be displayed in a range of sites throughout the City of Marion to reach different audiences. • Could have several of these that rotate through sites. • Option of working with local community groups to develop displays on particular themes, i.e. community development project	Fairford House and Coach House Glandore Neighbourhood and Community Centre incl community garden Marion Cultural Centre Marion Historic Village precinct and Museum Perry Barr House Tonsley precinct

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

Option	Advantages and disadvantages	Possible sites
Interactive touch table /touch screen	• Not COVID-safe since involves handling by members of the public and cleaning regularly. • Museum staff need to be able to operate, maintain and troubleshoot • Could incorporate maps and aerial photos from different times, overlaid, with images linked to particular places of interest, plus audio files with pronunciation of place names in Kaurna.	Red House/City of Marion Museum
Digital serious games and simulation	• Good for children • Educational • Can be developed in conjunction with students at Flinders University, developing community links	Red House/City of Marion Museum
Website or virtual exhibition	• Available from anywhere in the world, and when sites are closed.	Red House/City of Marion Museum Marion Cultural Centre
Performances (theatre production, music and dance, storytelling) and **Events** (e.g. street carnival related to an interpretive theme; food fair)	• Good for mental and physical health • Creates connection with community • Educational	Glandore Neighbourhood and Community Centre incl community garden Glenthorne Farm Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marion Cultural Centre Marion Historic Village precinct and Museum Oaklands Reserve and wetland Tonsley precinct

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APPENDIX G_ INTERPRETATION OF SATELLITE SITES

CONCEPTS FOR PROMOTION OF OTHER COUNCIL SITES: BY INTERPRETIVE METHOD

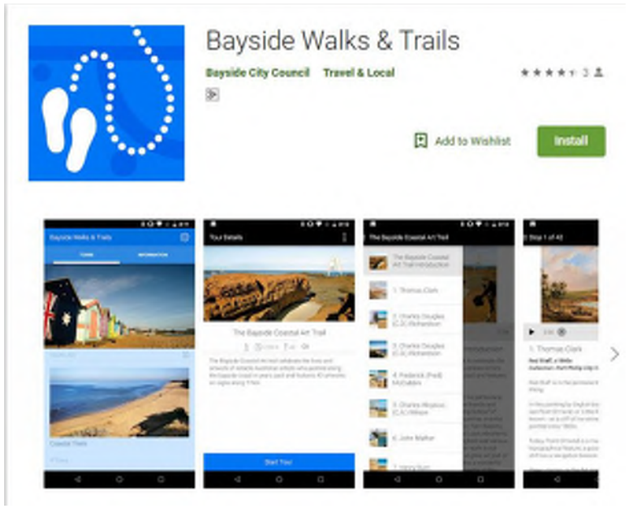
Option	Advantages and disadvantages	Possible sites
Workshops and hands-on activities	• Good for mental and physical health • Creates connection with community • Good for children and families, if suitably designed • Already being done at LKCC, Glandore Community Centre and other community centres • Other workshop opportunities based on interpretive themes could be offered. E.g. Nature Night; Guided Nature Walk.	Fairford House and Coach House Glandore Neighbourhood and Community Centre incl community garden Glenthorne Farm Hallett Cove Geological Area and Conservation Park Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marion Cultural Centre Oaklands Reserve and wetland Red House/City of Marion Museum Tonsley precinct
Citizen science projects	• Already being undertaken at Oaklands Reserve. • Additional options can be encouraged (e.g. WaterWatch, FrogWatch, Aussie Backyard Bird Count) • Improves mental and physical health • Contributes to larger scientific and environmental knowledge	Glenthorne Farm Hallett Cove Geological Area and Conservation Park Living Kaurna Cultural Centre and Warriparinga wetlands, incl community garden Marino Conservation Park Oaklands Reserve and wetland
Education programs	• Already being undertaken at LKCC and MHRC. • Can be expanded based on new facilities at the City of Marion Museum. • can include hands-on, multisensory experiences aligned to the Australian Curriculum	Red House/City of Marion Museum Marion Cultural Centre

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

EXAMPLE OF PHONE APPLICATIONS

Examples of apps

Public Art Trail



Bayside City Council in Melbourne commissioned an immersive audio-tour experience available as a smartphone app. It contains over two hours of narration for visitors to experience as they walk the Coastal Trail along the foreshore. The app expands on the story behind each of the 90 items of interest on the trail, so visitors can learn about their favourite featured artist or listen to the stories of the Boonwurrung as they travel along the same area that they have inhabited for so many thousands of years.

APPENDIX G_ INTERPRETATION OF SATELLITE SITES

EXAMPLE OF PHONE APPLICATIONS

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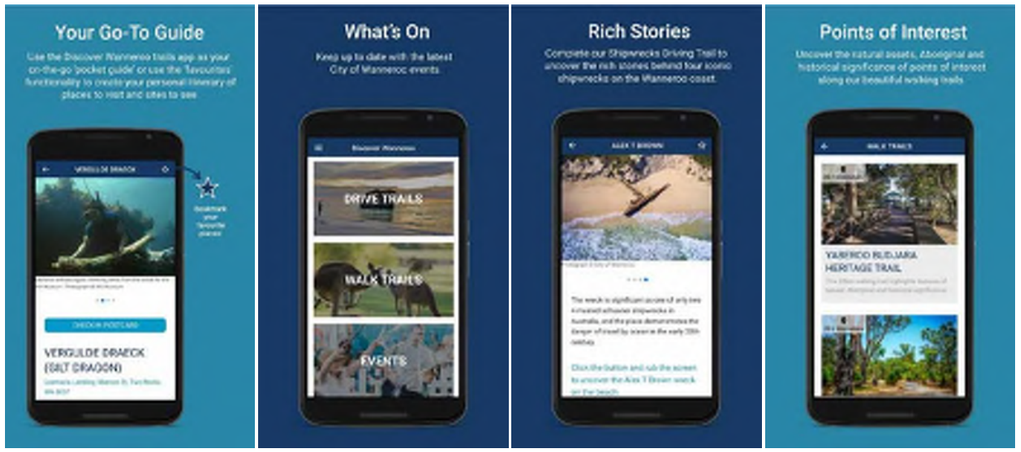
App with multiple trails and tours

The Discover Wanneroo app, developed for the City of Wanneroo in WA, includes:

- Shipwrecks trail, includes a selfie frame with captain's hat and ship's wheel
- 10th Light Horse Trail
- Local produce trail
  - Eat, Pick, grow trail (89km driving trail) links to Trails WA
  - Downloadable map
  - Web article about chefs
- Public art safari
  - Subdivided into 3 regions
  - Several photos of each, including detail of e.g. mosaic
  - Opportunity to sketch your own interpretation of the artwork using City of Wanneroo Sketchpad
- Walking trails
- History and heritage trails
- Events



APPENDIX H_ CITY OF MARION MUSEUM FEASIBILITY STUDY

City of Marion Museum Feasibility Study

An investigation into current government owned buildings and potential heritage options

Courtney Barry

Museum Curator

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APPENDIX H_ CITY OF MARION MUSEUM FEASIBILITY STUDY

GRIEVE GILLETT ANDERSEN

Introduction

This report will evaluate the potential of City of Marion sites to be utilised as a museum of Marion, storage facility or a combined heritage space.

Background

Presently the Marion Heritage Research Centre is the focus of heritage within the Marion district. The centre opened in 2013 after years of community petitioning. Today the Research Centre is the public face of heritage at Marion. The Centre actively supports the community by conducting historical research enquiries including family history whilst preserving documents and photographs associated with Marion. The Centre also houses the City of Marion's art gallery when it is not on display alongside the local history library collection and small historical displays. The Centre further supports heritage within the City of Marion by presenting historical displays across council sites and an annual span of public events including historical talks.

Heritage within the wider Marion region is also championed by community groups. These community groups include

- The Marion Historical Society
- The Marion Village Display Group who operate the Marion Historic Village Museum
- Lions Club of Hallett Cove and Districts
- Friends of Glenthorne
- Friends of Warriparinga
- Marion RSL
- Plympton Glenelg RSL

Other Council Museums

Unley Museum

The Unley Museum operates from a historic building that previously served as the Unley Fire Station. Today the building houses five galleries/exhibition spaces, two of which are permanent. The Storage room is a mixture of open shelving, compactuses and archival boxes which are at capacity. Overall the museum houses over 15,000 pieces including an estimated 9000 photographs. The space also has an office for the Curator, a family history research room with public computers and a volunteer office. The museum was founded in 1971 and opened to the public in 1989 at an unknown cost. The 2017/2018 operating expenditure was $133000 with the 2019/2020 operating expenditure projected at $142000.[1] This includes $5000 of state government grant money and a permanent part time Curator at 4 days a week. In the 2017/2018 financial year the Unley Museum had 2240 visitors across the exhibitions and events program.[2]

[1] City of Unley, Annual Business Plan', p. 34
[2] City of Unley 'Annual Report 2017/2018', p. 17

Winner of 2 MAPDA national awards for the best exhibition nationally, the Unley Museum utilised local Adelaide interpretation and design company Synthetic Creative Service.

Bay Discovery Centre/Holdfast Bay History Centre

Heritage under the City of Holdfast Bay is facilitated across the Holdfast Bay History Centre and the Bay Discovery Centre. The History Centre has a full time History Coordinator and the BDC has a part time exhibitions manager and administration officer. The total expenditure across both sites is $400,000 a year with a projected 55,000 visitors annually. The initial fit out costs of the museum is unknown. The BDC's location in Glenelg has positioned it as a key tourist location and a successful local history museum due to Glenelg's importance in the settlement of South Australia. The BDC and the History Centre have been successful due to broad community support and pride in their collective history.

City of Gawler

The City of Gawler's Cultural Heritage Centre is the newest museum space to be developed by a local council. Officially opened in April 2019, the heritage centre forms a part of the broader 14.3 million redevelopment of the Gawler Civic Centre.[3] Denise Schumann of Schumann and Associates led the Town of Gawler Civic Centre redevelopment project from 2012. Denise Schumann also curated the first heritage exhibition 'Into the Light' for the heritage gallery. The gross cost of the exhibition was $66,000.[4] An estimated $40000 was also budgeted for the online digitisation of collection items and $2600 for storage costs in the 2019/2020 financial year. The projected ongoing costs are $138000 annually including the appointment of a staff member at an estimated $69,289.[5] It must be noted that the new cultural centre has limited storage capacity and this will be an ongoing issue. The heritage centre is also guided by the Gawler Heritage Collection Committee which has been operational since 2016. From April 2019, the heritage gallery had a recorded 8560 visits to the heritage gallery & 500 people access the research centre or special programs.

[3] Town of Gawler '2017/2018 Budget Business Plan, p. 7
[4] Town of Gawler 'Budget Business Plan', p. 50
[5] Town of Gawler, p. 50

APPENDIX H_ CITY OF MARION MUSEUM FEASIBILITY STUDY

Museum Model Options

1. Establishment of heritage/cultural precinct – highest cost
Developing the Laffer triangle to be a cultural precinct with the Living Kaurna Cultural Centre alongside a newly developed museum of Marion in the former Fairford Coach House and Homestead. This feeds into the Business Plan of 2019 – 2023, No.39 - Develop and deliver a plan for the restoration of the Living Kaurna Cultural Centre Coach House.

2. Custom museum space – higher cost
Custom built museum facility that allows all heritage functions to be served from one site. This would have the space for a permanent museum gallery, a changing exhibition space, a family history/research room that would be utilised by the volunteers (allowing up to 3 to work at a time), office for 2 staff members, and storage facilities. One custom storage room is temperature controlled to look after textiles and the art collection.

3. Custom museum space – lower cost
The Marion Heritage Research Centre is expanded similar to the Unley Museum's operation. The present office space (front room) becomes a permanent exhibition gallery. The library is adapted into a family research room which is where the volunteers operate from, welcome guests and manage the library. Additional rooms for office space and storage would need to be added, potentially built on to the western side of the building.

4. A mixed heritage approach – higher cost
   - The research centre remains as the collecting facility and facilities public enquiries
   - Fairford Coach House becomes a museum to the settlement of the greater Marion region. Includes the story of Fairford House, Oaklands Estate, Perry Barr, Glenthorpe, Marion and Sturt Village by focusing on the market gardens aspect of the region and rural/village life. This would create an emphasis on the settlement of South Australia until the 1960's/1970s and would try to have 80% of the permanent collection on display. By having the museum here it can facilitate the conversation of settlement and how it affected the Kaurna People, both the Living Kaurna Centre and Coach House working together to create a holistic experience for school groups. Would need to work with Kaurna community groups to ensure they do not think that European history is taking prevalence/superiority at the site.
   - This feeds into the Business Plan of 2019 – 2023 No.39 Develop and deliver a plan for the restoration of the Living Kaurna Cultural Centre Coach House.

5. A mixed heritage approach – lower cost
   - Maintain Research Centre as is - they continue to be a public space
   - Offsite storage at the depot/Parkholme/Mitchell Park for oversized collection pieces not needing specific interventions and climate control, stored in custom warehouse racks
   - History exhibition in May each year at Gallery M for History Festival. This allows historical broad topics representative across all Marion Wards. Could also include different community groups working in partnerships to present exhibitions and be community led
   - Banner exhibitions developed for Admin Centre, Cultural Centre and Libraries which are easily transportable between sites

   - Virtual exhibitions utilising the council's website, collaborate with local communities to create community driven stories and content
   - Heritage trail developed across the City of Marion with interpretation signs at different sites and a app/audio/interactive map available on the City of Marion website this includes signage at the Coach House and Glandore Community Centre

6. Maintain the status quo – no additional costing
   - Heritage Centre remains as main public facility
   - Self-walking tours of Marion Village accessible through the City of Marion Website
   - Public history talks managed by the Heritage Centre
   - Marion Historic Village Museum offered ongoing support from Council (if requested) but remain autonomous

Possible Museum Sites

	Marion Heritage Research Centre	Fairford Coach House	Perry Barr Farm Barn	Mitchell Park Community Centre	Parkholme Hall	Glandore Community Centre	Gallery M temporary exhibitions	Depot	Glenthorne	Marion Village Museum Township Rd
Council owned facility										
Building has history										
Building valued by community										
Located close to public transportation										
Located close to metropolitan areas										
Accessibility										
Onsite Parking										
Bus Parking										
Onsite storage										
Space for storage over next 10 years										
Exhibition space										
Meets business plan										
Site available in next 5 years										
Minimal intervention to building and layout required										

Council owned facilities

Fairford Coach House

History

Today Fairford House and the Coach House form part of the broader Kaurna Living and Cultural Centre. The overall site encompassing the home, coach house and the grounds are state heritage protected. This site is one of fourteen state heritage listed sites across the City of Marion.[6]

The land was first settled by Europeans in 1843 by William Henry Trimmer, Trimmer rented the land from the South Australia Company. Prior to European settlement, the Kaurna People lived throughout this region for thousands of years. The Warripari was and is an important cultural site to the Kaurna People.[7] Section 78 was leased to Trimmer from 1843 until 1861 after which he bought the land outright, the area would subsequently be known as Fairford and a house of 6 rooms was built in 1852.[8] The first vines were planted in 1859 and by 1861 Trimmer was producing his own wine onsite.[9] Subsequently a coach house was built in the 1860's to aid the wine making process. Upon Trimmer's death in 1867, the cellar was known as the coach house, the land and house were subsequently purchased by Henry Laffer in 1878. The area would be known as Laffer's triangle in homage to the Laffer family who retained the property until 1989, making it one of the longest occupied homes by a single family in South Australia.

Interpretation

The Coach House could be utilised to tell the broader story of settlement in the Marion area and the strong connection with agriculture and market gardens throughout the region. The Coach House could also touch on the history of the impact of settlement of the Kaurna people as a direct link to the Kaurna Living Centre and significance of the site. Other themes could include historical farms and families through the area, linking with individual wards throughout Marion.

Strengths

- Meets Business Plan 2019 – 2023, *No.39 - Develop and deliver a plan for the restoration of the Living Kaurna Cultural Centre Coach House*
- strong interpretation opportunities
- utilising a heritage building
- can form a cultural precinct with strong ties to school curriculum and the wellbeing of community
- The Council has already committed to the upkeep of the building
- Is available immediately and over the next 4 years
- Infrastructure such as toilets and parking are already pre-existing next door in the living Kaurna Cultural Centre
- Eligible for government grants under SA Heritage Grants, National Library of Australia Community Heritage Grants, History Trust of South Australia and Commonwealth Department of Environment Heritage Grant Program

[6]Department for Environment and Water 'South Australian Heritage Database', http://maps.sa.gov.au/heritagesearch/SearchResultPage.aspx?p_searchtype=LOCATION&p_suburb=ALL&p_lga=Marion&p_class=ALL, accessed 24 March 2020

[7] City of Marion 'Warripari' https://www.marion.sa.gov.au/services-we-offer/history-and-heritage/stories-of-the-sturt-river/warripari-an-important-travel-route-for-the-kaurna-people, accessed 31 March 2020

[8] Donovan and Associates, Marion Heritage Survey, 1990, p 51.

[9] 1862 'OUR VINEYARDS AND ORCHARDS.', *The South Australian Advertiser (Adelaide, SA : 1858 - 1889)*, 9 June, p. 2. , viewed 24 Mar 2020, http://nla.gov.au/nla.news-article31811369

Weaknesses

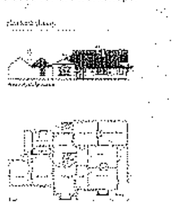
- Major community consultation required to ensure that the development of a museum focusing on European settlement is not insensitive to the importance of the area to Kaurna culture
- the coach house needs a lot of intervention on the interior
- Original fruit packing tables are still present, these should be retained for heritage purposes but will make using the space more difficult/more expensive. Creative design could incorporate these tables into the exhibition design

Costing

At present, Council has committed to spend $600,000 on the upkeep of the Coach House. This amount will go towards maintaining the heritage façade and conserving the building. In addition to this, an additional investment minimum of $100,000 would be required to develop and install a permanent exhibition within the space alongside costs for fitting out the space. Overall a minimum commitment of one million would be required to develop the site. This would still not address the storage issues.

Alternative option

Combine Fairford House and the Coach House to be a custom experience. The barn operating as the museum section on role of agriculture in the settlement of South Australia and the Marion district. The house could be utilised to house the collection, have a staff office and still offer a meeting room with interpretation signs. The house could be cohabited and utilised by both the Living Kaurna Centre and the Museum of Marion, forming a cultural precinct. The house could continue to be used for art workshops.



Perry Barr Barn and former homestead land

History

The Perry Barr Farm and associated land were settled by Europeans from 1849.[10] Originally known as Hillside, the homestead would be renamed Perry Barr by 1892, after an English Town that is now in Northern Birmingham. Perry Barr in Latin roughly translates to small hill. The homestead was continuously occupied until the 1970s. In 1989 the homestead, stone shearing shed and other farm buildings making up Lot

[10] Pamela A. Smith and Richard M. Smith 'Bricks and Mortar: A Method for Identifying Construction Phases in Multistage Structures' *Historical Archaeology* Vol. 43, No. 2 (2009), pp. 41

APPENDIX H_ CITY OF MARION MUSEUM FEASIBILITY STUDY

526 were acquired by the City of Marion.[11] The house was subsequently bulldozed in 2005. The remaining buildings, in particular the barn, have been utilised by the community since the 90s.

Interpretation
An interpretative trail was developed at the sight in 2006, with community consultation. The varying artwork tells the story of farming and the families who lived in the area. The artwork has succeeded in highlighting the heritage of the region, further heritage is not necessary. If the site were to become a museum the main interpretation would form around the agricultural settlement of the Marion region.

Costing
To develop a museum at this site would require a minimum investment of $500,000.

Strengths
- land already developed with car parking
- brings visitors to Hallett Cove
- ideal location for exploring agricultural settlement of the Marion region
- existing heritage interpretation at the homestead site

Weaknesses
- strong community connection as a facility, losing this space could affect the local community negatively
- The building would require internal interventions including potentially building internal walls
- There is still not enough space for the collection to be stored
- Located away from City Admin, Marion Cultural Centre and the Marion Village

Mitchell Park Neighbourhood Centre

History

The Mitchell Park Neighbourhood Centre opened in 1987.

Interpretation

The main hall of the Centre would act as a large permanent gallery space with 80% of objects on display. Due to there being no distinguishing features of the hall, it offers a blank space for varying stories of Marion to be told. Settlement of the area and different family stories from different wards could make up the majority of the display.

Costing

$100,000 for the development of the ongoing exhibition. This would include a designer and the purchase of display cases/fit out. An external storage facility would be required. Estimated establishment in another Council owned facility would be $5000.

Alternatively the centre could be used for storage only until another permanent solution is sought. This would cost an estimated $2000.

[11] Smith, 2009, p. 43

Strengths
- Blank space
- Existing car park
- Connected to a park, ideal for school visits
- Local train and bus nearby
- Close to Living Kaurna Cultural Centre for combined visits
- Current community groups could move to the nearby Mitchell Park Sports and Community Centre

Weaknesses
- Not a heritage building/has no connection to the history of the area
- Building has no interesting features
- Hidden in inner suburb
- Home to community groups
- Site shared with local kindergarten including car parking space

Parkholme Community Centre

History

The Parkholme Community Centre was built in 1929 after public consultation. Built for the Independent Order of Rechabites, the hall was designed by Frederick William Hocart, a prominent South Australian architect who is also responsible for the Paringa Building at 13 Hindley Street, The Brecknock Hotel on King William St and Rechabite halls in in Tailem Bend, Moonta and Port Lincoln[12]. The initial plan shows that a later addition was made to the front on Marion Road.

[12] The Advertiser, 1928, p. 18

Interpretation

The main hall of the Centre would act as a large permanent gallery space with 80% of objects on display. Due to there being no distinguishing features of the hall, it offers a blank space for varying stories of Marion to be told.

Costing

$100,000 for the development of the ongoing exhibition. This would include a designer and the purchase of display cases/fit out. An external storage facility would be required. Estimated establishment in another Council owned facility would be $5000.

Strengths

- Blank space
- Utilises a under developed building
- Close to public transport
- Accessibility infrastructure already in place

Weaknesses

- Lack of storage and office space
- Limited history – doesn't utilise a heritage listed building which has to be maintained
- Loss of a hall for the community
- No off street parking
- Doesn't promote visits to other council facilities such as the Libraries

Glandore Community Centre

History

The site of the Glandore Community Centre was first developed in 1890 as the Girls Reformatory. 66 girls were houses in the cottages on site after transferring across from The Destitute Asylum and Magill.[13] From 1898 the site was reopened as the Edwardstown Industrial School for boys. This was operational under a few name changes until 1979 when it was known as the Glandore Boys' Home.[14] The site opened as the Glandore Community Centre in 1989.

Interpretation

[13] Geyer, Reformatories, 2020
[14] Find and Connect, 2020

1. An interpretative trail around the buildings and outside could examine the history of the site as the Industrial School, the institutionalisation of children and make comparisons with life for children throughout the Marion region.
2. One of the buildings could be set up as the dedicated gallery space with another building as the offices and home of the museum collection. Alternatively there may be enough space in a building as large as Slate to house it all under one roof
3. A history room already exists onsite which has been successfully facilitated by the Centre Coordinator and the community. This room could be expanded. This wonderful research and brochures they have produced could be utilised to develop the interpretation trail with the history room as a small museum with permanent text panels and photos to the sites history only

Costing

As the facilities are well maintained limited money would need to be spent, the development of one building or a room into a permanent display would cost around $20,000 to $50,000 based on the size of the development. For an additional $5000, a room could be converted into a storage facility.

Strengths

- historical site of national and state significance
- multiple buildings onsite – possible one for a museum and one for storage
- Potential to tell a broader South Australian story with City of Marion at the heart
- One building could be developed into a museum offering programs alongside the other community buildings
- Off street parking and developed facilities
- Accessible

Weaknesses

- the community centre is a thriving hub and home to many groups and Coast FM, the loss of these facilities would be felt throughout the community and would likely outweigh the benefits of a museum
- importance of the site as the former Industrial School could override the broader City of Marion stories in interpretation

City Services (Depot)

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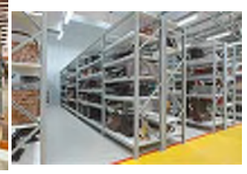
The Depot is only suitable for the offsite storage for inorganic collection items such as agricultural equipment and items made of wood and metal. The main issue with storage within the depot is making the chosen area secure and not accessible to all. Potential storage solutions include open racking build along a wall, plastic pallets to raise objects off of the floor and Tyvek covering to protect each item from the elements.



Examples of museum open storage in a warehouse

Estimated costing:

Long span shelving	$278 per bay (2 bays recommended)	
Pallet wire racking	$438 per rack (2 recommended)	
Wooden Pallets	$50 per pallet (10 recommended)	
Tyvek Covering	$298.75 per 100 metres (2 recommended)	

Total Estimate Cost: $2091.50

Recommendations

1. Council notes the minimum cost in establishing a dedicated museum/gallery space ranges from $100,000 to a million
2. Council notes that an ongoing annual estimate of $120,000 would be required to facilitate the museum (including staff cost)
3. Council determines a cultural heritage plan for the next ten years by engaging a qualified heritage consultant such as Integrated Heritage Solutions
4. Council engage a suitably qualified heritage consultant such as Schumann and Associates to undertake a detailed museum and heritage plan for Fairford House/Coach House, the expansion of the Marion Heritage Research Centre or an onsite museum at Glandore Community Centre at a cost of $30000 +
5. Develop an offsite storage solution at the depot for collection items that do not require climate control at an estimated initial cost of $2000
6. Offer the Marion Historic Village Museum the use of the custom storage room for storing collection items only with access facilitated by Council
7. Develop an interpretation plan for the Glandore Community Centre that acknowledges the importance of the site to the history of South Australia and considers the development of an interpretation trail and long term signage similar to Marion Village

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National Archives of Australia Standard for the Storage of Non-digital Archival Records

Version 2.1 February 2018

DOCUMENT CONTROL

Title of Document	**National Archives of Australia Standard for the Storage of Non-digital Archival Records**
Proposed review date	*Scheduled periodic review. Next Review December 2021*

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1. INTRODUCTION

The *National Archives of Australia Standard for the Storage of Non-digital Archival Records* is part of a suite of plans and procedures outlined in the *National Disaster Preparedness and Recovery Strategy* (NDPRS) to ensure a nationally consistent approach to disaster management relating to archival records. In combination, these plans and procedures aim to ensure that damage to records in the Archives' custody is prevented or minimised and staff are aware of their roles and responsibilities.

1.1 Purpose

The purpose of this standard is to mitigate the risk of damage to archival records through improper storage. Record storage is a vital component of good records management. Appropriate storage – which takes into account the format and retention period of records - helps ensure that records survive as long as they are required for business and accountability purposes.

1.2 Scope

The standard is designed to:

- Set out the requirements for the safe storage and preservation of non-digital records in the Archives' custody.
- Ensure all non-digital records are protected, secure and accessible for as long as they are required to meet business and accountability needs and community expectations
- Ensure all non-digital records are stored in the most cost-effective manner possible

The standard is a code of best practice, and provides a tool to support and improve the storage and management of Commonwealth records.

The standard applies to the following forms of physical records:

- Paper files and documents
- Volumes and registers
- Maps, plans and drawings
- Photographic material, including black and white photographs and negatives, colour photographs and negatives, slides, transparencies, cine films, x-rays and microforms
- Magnetic media, including computer tapes and disks, videotapes, audiotapes
- Optical media, including laser discs and compact discs.

The standard excludes electronic records held on servers or in a data centre.

This Standard is reviewed and updated every three years.

2. Storage Principles

The standard outlines nine principles for the storage of non-digital records as listed in the table below.

1	Location	Storage facilities are conveniently located and not near known hazards
2	Facility design and construction	The design and construction of storage facilities protect and preserve the records.
3	Environmental control	Records are stored in environmental conditions appropriate to their format and retention period
4	Shelving and packaging	The shelving and packaging of records provide protection from damage and slow deterioration
5	Accessibility	Records can be easily identified, located and retrieved
6	Handling	Records are retrieved, handled and used in a manner that prevents damage and slows deterioration
7	Privacy and security	Storage conditions ensure the privacy and security of the records
8	Protection from disaster	Disaster management programs are established and maintained to minimise risks
9	Monitoring and maintenance	The storage facilities are monitored, managed and maintained to ensure the ongoing safety of stored records.

Principle 1: Location

Storage facilities are conveniently located and not near known hazards.

When selecting a site, careful attention should be paid to orientation, landscaping, and the site's microclimate.

Requirement	Explanation
The site location is convenient to user needs	Records storage facilities should not be in remote locations, which may hinder monitoring, retrieval and access in the case of an emergency.
The site is located away from natural and man-made hazards	Ideally, facilities should be located adjacent to compatible businesses, in such locations as a light industrial area, a technology park or a warehouse estate. The site should not be near: - flood plains, creeks, rivers or stormwater drains that are prone to flooding - bushfire-prone areas - land liable to subsidence - heavy industry such as oil refineries, chemical plants, paint or rubber factories, which may emit atmospheric pollutants or liquid contaminants, or bring risk of explosion - fuel depots - airports - industrial installations If any of these risks are present, they should be assessed. If mitigating

	measures can reduce the risk, they should be put in place.
The site has good drainage	A location with good drainage reduces the potential for damage caused by heavy rain or runoff.

Principle 2: Facility design and construction

The design and construction of storage facilities protect and preserve the records

The design and construction fabric of a storage building provides the main protection for the records stored within. The building foundations, exterior and load bearing walls, floors, columns, windows and roof decking should all be designed with a high level of durability and longevity.

Requirement	Explanation
The building is constructed of appropriate materials, and is well-insulated	The building should be designed to provide an accurate and stable internal environment, with minimum dependence on mechanical systems. This can be achieved in part by constructing the external walls, roof and floor of the building from materials with a high thermal capacity (brick, stone, reinforced concrete), that insulate the interior from external climatic changes.
The building's roof is pitched sufficiently to allow rainwater runoff	Flat or gently-pitched roofs may cause pooling. A sufficient roof pitch ensures rapid rainwater run-off. Recommended roof falls: Metal: 2◦ Corrugated iron: 5◦ Tile/other: 18◦
The building's guttering and down pipes are external, high capacity, and well-maintained	A well-maintained drainage system prevents water overflow or blockages.
The storage facilities are entirely weatherproof and sealed	Appropriate sealing in storage areas will protect records from dust, moisture, and pest penetration and also help to stabilise external fluctuations in temperature and humidity.
Storage areas are dedicated to record, or record and library storage	Records that are not in active use should be stored in a dedicated storage area which is used only for records or compatible materials, such as library materials. Physical separation enables better access control and helps to maintain environmental conditions. Other parts of a storage facility may be used to store different types of goods, providing the records are not put at risk.
Storage areas are appropriate for the protective marking of the material	Storage areas constructed and monitored in accordance with the Australian Government Protective Security Policy Framework and its Physical Security Management Guidelines.
Storage areas are isolated from internal hazards	Internal hazards may include kitchens, washrooms, electrical plants, overheard pipes, and exposed plumbing, as well as potentially combustible materials such as chemicals. Such hazards in storage areas place records at risk.
The building and its services comply with Australian building codes and standards that applied at the time of construction	A building that does not comply with the appropriate building code may not be safe for records storage. Even if a building does comply with the code it may still be inappropriate for storing records – for instance, if the floor loading is not sufficient to carry the weight of stored records.

Storage areas have sufficient floor loading capacity (FLC)	Floors should be able to withstand the heavy mass placed upon them by archival materials and shelving. FLC (generally measured per square foot) can be calculated based on projected mass and quantity of records to be stored. Advice from a structural engineer or other qualified professional should be sought.
Storage areas are separate from the loading dock	Loading docks should never open directly into a storage area. This could expose records to harmful pollutants from car engines, as well as disrupt the stability of environmental conditions.

Principle 3: Environmental control

Records are stored in environmental conditions appropriate to their format and retention period

Records formats are varied, and include paper (files, volumes, maps and drawings), photographic materials (black and white photographs, negatives, slides, transparencies), magnetic media (computer tapes and disks, video tapes, audiotapes), optical media (laser discs, compact discs) and mixed media (objects, models).

Some record formats are more vulnerable than others and require different environmental conditions and specialised storage. Of particular concern are audio-visual records and photographic negatives and transparencies, many of which are prone to 'vinegar syndrome', a type of irreversible deterioration.

Requirement	Explanation
Regular monitoring is undertaken	Regular monitoring should be carried out in storage facilities to ensure that temperature and humidity are being maintained at appropriate levels. The risks to records caused by variations in outside temperature and humidity ranges should be evaluated using a risk management approach. **Refer: NDPRS SECTION 1.4 Environmental Monitoring and Control Plan for Non-digital Archival Records**
Records are stored according to the environmental conditions outlined in Appendix 2 –	Proper control of temperature and humidity is critical for long-term preservation. High temperature and humidity levels greatly accelerate deterioration, while high humidity can cause mould to grow, and low humidity can cause paper to become brittle. Fluctuations in temperature and humidity can also damage records, causing stress and moisture is frequently absorbed and released. **Refer: Appendix 2 Recommended temperature and humidity levels for storage of Commonwealth records of enduring value**
Records are stored away from direct sunlight or other ultraviolet light sources	Exposure to light damages documents. Records should be housed in protective containers, and direct sunlight should not be allowed to fall on unprotected records. **Refer: Appendix 5 NAA Standard for Storage Containers for Archival Material**
Any lighting used in storage areas should have zero or very low UV output.	This can be achieved by using special low UV light globes or tubes, or through filtration. The impact of UV exposure can also be minimised, and energy savings made, by introducing timer controlled switches for all lighting.
Magnetic media are not stored near to	Magnetic fields (including magnetised shelving, high voltage power lines, machines with electric motors, lightening arresters and magnetic flashlights)

magnetic fields	can permanently distort the data contained in record formats such as computer disks and tapes. These formats may require dedicated storage areas and special packaging to protect them from such risk.
Storage areas are clean	Staff should follow the procedures as outlined under the site specific Food and Drink Policy **Refer: NDPRS section 1.3 Food and Drink Policy**
Storage areas should have continuous freely circulating air (through use of fans, mechanical ventilation, etc)	Air circulation prevents areas of stagnant air and assists with maintaining constant temperature and humidity conditions. If free circulation of air does not occur naturally, a ventilation system should be provided.
External air intake is to be filtered to remove dust, pollen, and other pollutants	Air quality is a significant factor in the permanence of stored records. Various atmospheric pollutants as well as dust and mould spores can endanger or hasten deterioration of records. Pollutant levels should be monitored, and any air handling system for storage areas should be properly maintained. **Refer: Appendix 3 Maximum limits tolerance for air pollutants for all photographic records, all audiovisual records and records to be kept longer than 30 years (from ISO 11799)**

Principle 4: Shelving and packaging

The shelving and packaging of records provide protection from damage and slow deterioration.

When selecting shelving (including shelving, racking and cabinets) and packaging (including boxes, folders, wallets, bags) the retention period, physical characteristics and expected level of use of the record should all be considered.

Requirement	Explanation
Shelving should be clean, in good condition, and appropriate to the format and size of the records	Suitable shelving enhances safe access to records, while providing overall support to items and protecting them from physical, chemical and mechanical damage. **Refer: Appendix 4 Recommended Shelving and Packaging for Archival Records**
Shelving is raised off the ground	Minimises the risk of flood damage, dampness or dust
Containers are clean, robust, in good condition and appropriate to the format and retention period of the records	Appropriate housing and packaging slows down the rate of temperature and humidity changes; protects items from light, dust and other pollutants; and minimises damage caused through handling. **Refer:** **Appendix 4 Recommended Shelving and Packaging for Archival Records** **Appendix 5 NAA Standard for Storage Containers for Archival Material**
Storage containers are appropriate for the protective marking of the material	The type of security container to store material is determined by the protective marking of the material and the physical construction of the storage area as described in the Australian Government Physical Security Management Guidelines.

Magnetic media are housed in non-magnetisable shelving	Magnetic fields (including magnetised shelving, high voltage power lines, machines with electric motors, lightening arresters and magnetic flashlights) can distort the data contained in record formats such as computer disks and tapes. These formats may require dedicated storage areas and special packaging to protect them from such risk.

Principle 5: Accessibility

Records can easily be identified, located and retrieved.

The principle of accessibility should guide decisions made regarding the location of the storage facility, its design, and physical and intellectual systems used to the control the records.

Ensuring that equipment or technology-dependent records remain accessible for as long as they are required (eg audiovisual material and magnetic tapes) may involve the conversion or migration of some record formats during storage.

Requirement	Explanation
Records must be identified and registered in a system which controls the records and allows efficient retrieval.	Intellectual control of records and archives is a fundamental principle of good records management. If records are not registered in a database or inventory, effective management becomes difficult. **Refer: *CRS Manual***

Principle 6: Handling

Records are retrieved, handled and used in a manner that prevents damage and slows deterioration

Requirement	Explanation
Policy and procedures for records handling are clearly defined	Records in all formats are likely to deteriorate if not treated correctly. Policy and procedures guiding the proper handling of records should be clearly defined, and observed by staff. **Refer:** **NDPRS section 1.3 Food & Drink Policy** **NDPRS section 1.11 National Guidelines for Packing and Transporting Archival Records** ***Moving custodial records from and between Archives' Offices*[1]** ***Lending Services Manual***
Staff are trained in records handling practices	All appropriate staff should be aware of and have training in procedures in the safe and correct handling of records.
Material is handled in accordance with its protective marking	Protectively marked material has additional handling requirements. Refer: Archives' *Information Security Procedure* Archives' *Personnel Security Procedure*

Principle 7: Privacy and Security

Storage conditions ensure the privacy and security of the records.

All records require a basic level of security to ensure their authenticity, reliability and integrity, and to prevent misuse. Legislation such as the *Archives Act 1983*, *Privacy Act 1988* and the *Crimes Act 1914* protects government information from disclosure, either by a Commonwealth employee, or a person who performs services for or on behalf of the Commonwealth.

Requirement	Explanation
Records storage areas are access controlled	Access to storage areas should be limited to authorised personnel only, and a register of keys/swipe card allocation should be kept.
Storage areas are appropriate to the protective making of the material	To minimise the risk of theft or vandalism, storage areas should be secure. Where the storage area is a free-standing building, this means that the number of entrances should be minimised, the perimeter should be well-lit and fenced, and all windows and doors should be lockable.
Protectively marked records are stored and managed appropriately	Protectively marked records need to be managed and stored appropriately. The Archives' *Information Security Procedure* provides minimum standards governing the protection of protectively marked information.
The building has 24-hr physical or electronic surveillance and alarm systems	The building should have tested and monitored security systems in place.

Principle 8: Protection from disaster

Disaster management programs are established and maintained to minimise risks

Disaster management is an integral part of good management practice for all Commonwealth agencies. The aim of a disaster management plan is to avert disaster, or, should a disaster occur, to minimise damage to records. A disaster management plan should form part of a business continuity plan (BCP), which minimises the impact of a business interruption and ensures the resumption of critical services to government and public clients.

Requirement	Explanation
A disaster management plan and procedures are kept current and are known to staff	A disaster management plan should be tested and reviewed annually.
Personnel are assigned responsibilities in the records disaster management process and are trained to meet them.	Staff should be familiar with the Disaster Management Plan so that they are able to follow it. A staff list assigning particular responsibilities should be maintained. Training in emergency procedures will ensure that records are not damaged by delays, or by the salvage process itself.
Fire protection and suppression measures are installed in records storage areas and are compliant with the Australian Building Code and appropriate standards	To reduce the risk of damage by fire, record storage areas should be fitted with fire protection and suppression methods such as alarms, heat and smoke detection equipment, extinguishers and sprinklers. Expert advice appropriate to archives should be sought on the design, installation and maintenance of fire protection and suppression methods. For all film-based materials such as photographic still film, motion

	picture film and magnetic tape it is recommended that storage space include a VESDA (very early smoke detection apparatus) system, and that consideration be given to installing a gas flooding fire suppression system, rather than a sprinkler system.
Doors and walls have a 2-hr FRL rating	The walls (including doors), floors and ceilings between storage areas and other areas of the building should be constructed so as to prevent fire (and water) from spreading into a neighbouring area. A minimum of 2 hours fire resistance is recommended.

Principle 9: Monitoring and maintenance

The storage facilities are monitored, managed and maintained to ensure the ongoing safety of stored records.

Storage facilities need to be regularly monitored and well-maintained to ensure that they remain safe for record storage. Maintenance and inspection of the building's fabric, fitting and services minimises risk.

Requirement	Explanation
A building maintenance plan is in place	A building maintenance plan will prompt necessary upkeep of facilities services and equipment.
The building and storage areas are monitored regularly	The building and storage areas should be monitored on a weekly basis for - cracks, dampness, plaster corrosion, water leaks or spillages, blockages in drains, roofs and gutters, and other signs of damage - signs of unlawful entry or vandalism - condition of utilities and internal fittings, such as electrical equipment - signs of pests or mould
Repairs to facilities are carried out promptly once problems are identified	Prompt repairs carried out as part of a business maintenance plan alleviates the risk of damage to records.
An integrated pest management program is in place	Insects, rodents and other vermin pose a significant risk to records holdings. Integrated Pest Management (IPM) is a low toxicity means of controlling pests and mould.

3 Recommended temperature and humidity levels for storage of commonwealth records of enduring value

Format	Temperature	Relative Humidity
Paper records: ▪ Files ▪ Cards ▪ Computer print-out ▪ Maps ▪ Plans ▪ Charts ▪ Posters	17°C - 23°C ▪ Tolerable daily change of 3°C ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required	30% - 50% ▪ Tolerable daily change of 10% ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required
Composite materials and sensitive materials: ▪ Bound volumes ▪ Parchment documents	17°C - 23°C ▪ Tolerable daily change of 3°C ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required	40% - 50% ▪ Tolerable daily change of 5% ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required
Black and white (silver gelatine) photographic prints		
Miscellaneous: ▪ Models ▪ Objects ▪ Mixed media items		
Photographic media: ▪ Sheet film ▪ Cine film ▪ Colour print material ▪ Historic photographic prints ▪ X-rays ▪ Microforms ▪ Glass plate negatives ▪ Lantern slides ▪ Photographic media with vinegar syndrome (require isolation from other materials)	3° C - 5° C ▪ Tolerable daily change of 1°C ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required ▪ Records must be acclimatised when being moved in and out of storage space	35% - 45% ▪ Tolerable daily change of 5% ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required
Optical media: ▪ Compact and mini discs ▪ Laser discs		
Gramophone disks		
Magnetic media: ▪ Computer tapes and disks ▪ Video tapes ▪ Audio tapes ▪ Magneto-optical disks	7° C - 9° C ▪ Tolerable daily change of 1°C ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required ▪ Records must be acclimatised when being moved in and out of storage space	35% - 45% ▪ Tolerable daily change of 5% ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required ▪ Records must be acclimatised when being moved in and out of storage space

Preservation master film material: ▪ Sheet film ▪ Cine film	-20ºC - -10ºC ▪ Tolerable daily change of 3°C ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required ▪ Records must be acclimatised when being moved in and out of storage space	30% - 50% ▪ Tolerable daily change of 5% ▪ There is no 'set point', any reading within this range is acceptable ▪ Continuous control required ▪ Records must be acclimatised when being moved in and out of storage space

4 Maximum limits tolerance for air pollutants for all photographic records, all audiovisual records and records to be kept longer than 30 years (from ISO 11799)

Type of pollutant	Volume fraction × 10^9*	Weight per cubic metre of air (µg/m3)
Sulfur dioxide (SO2)	5 to 10	
Nitrogen oxides (NOx)	5 to 10	
Ozone (O3)	5 to 10	
Acetic acid (CH3COOH)	< 4	
Formaldehyde (HCHO)**	< 4	
Dust particles, including mould spores***		50

* Volume fraction 10^9 is equal to a part per billion by volume.

** The levels for acetic acid and formaldehyde are based on experience from the US National Archives.

***The limit for dust particles presupposes a removal by the air filtration system of 60 % to 80 % of the dust particles with a diameter of more than 0.5 µ.

5 Recommended shelving and packaging for archival records

Format	Shelving	Packaging
Paper records: ▪ Files ▪ Cards ▪ Computer print-out and other papers ▪ Parchment	Powder coated or baked enamel metal shelving.	▪ Boxes of corrugated paperboard which meets the National Archives archival quality standard. Boxes shall be produced to the 'Type 1' design with variations specific to materials of different formats and sizes. ▪ File covers, wallets, folders or envelopes of paper or paperboard which meets the National Archives archival quality standard.
Paper records (Outsize): ▪ Maps ▪ Plans ▪ Charts ▪ Posters	Powder coated or baked enamel metal plan cabinets or shelving. Flat storage preferred, otherwise rolled storage.	▪ Sturdy plan folders of board which meets the National Archives archival quality standard. ▪ Particularly large items may require tailor-made rigid folders for storage on open shelving. ▪ Items which cannot be stored flat due to size should be rolled around a core and stored within a larger tube. ▪ Fragile items should be interleaved with paper which meets the National Archives archival quality standard. ▪ Fragile or significant items can be additionally protected through encapsulation in polyester enclosures.
Bound volumes	Powder coated or baked enamel metal shelving.	▪ If in good condition can be stored unprotected. ▪ Small volumes can be stored vertically. ▪ Large volumes should be stored horizontally, not more than 2 high. ▪ If volumes are damaged or fragile, or particularly valuable they should be stored in tailor made boxes or slipcases made from board that meets the National Archives archival quality standard.
Miscellaneous: ▪ Models ▪ Objects ▪ Other 3D items ▪ Mixed media items	▪ Powder coated or baked enamel metal shelving. ▪ Pallet racking for outsize items.	▪ Boxes made of corrugated paperboard which meets the National Archives archival quality standard. If no suitable box exists in the standard range, a box should be tailor-made for the item. ▪ Particularly heavy or large items can have wooden crates specially constructed to house them. The wood should be varnished to seal it and the varnish should be well aired before the crate is put into use. ▪ All packaging and wrapping materials should have passed the Photographic Activity test (PAT).

Photographic media: ▪ Black and white (silver gelatine) photographic prints ▪ Sheet film ▪ X-rays ▪ Microforms ▪ Historic photographic prints ▪ Colour prints Magnetic media: ▪ Computer tapes and disks ▪ Video tapes ▪ Audio tapes ▪ Magneto-optical disks Optical media: ▪ Compact and mini discs ▪ Laser discs Gramophone discs	Powder coated or baked enamel metal shelving.	▪ Boxes of inert polypropylene which has passed the Photographic Activity Test (PAT) or corrugated paperboard which meets the National Archives archival quality standard. Boxes shall be produced to the 'Type 1' design with variations specific to materials of different formats and sizes. ▪ Archival non-buffered containers, wallets, folders or envelopes that have passed the Photographic Activity Test (PAT).
Cine film	▪ Powder coated or baked enamel metal shelving. ▪ Galvanised iron or stainless steel racking.	▪ On polypropylene cores and in film cans that have passed the Photographic Activity Test (PAT) ▪ Films should be stored horizontally, stacked no more than 6 cans high for 16mm film and no more than 3 high for 35mm film
Glass photographic materials: ▪ Glass plate negatives ▪ Lantern slides	▪ Powder coated or baked enamel metal shelving. ▪ Stationary shelving.	▪ Boxes of inert polypropylene which has passed the Photographic Activity Test (PAT) or corrugated paperboard which meets the National Archives archival quality standard. Boxes shall be produced to the 'Type 1' design with variations specific to materials of different formats and sizes. ▪ Archival non-buffered containers, wallets, folders or envelopes that have passed the Photographic Activity Test (PAT). ▪ Require additional shock protection. All products used for this purpose should have passed the Photographic Activity Test (PAT) ▪ Require vertical storage.

6 NAA standard for storage containers for archival material

All archival records will be placed in a storage container. The nature of this container will depend on the type of material, as follows:

General storage (files, binders, documents, photographs)

Boxes are produced of corrugated paperboard which meets the National Archives archival quality standard. Boxes shall be produced to the 'Type 1' design with variations specific to materials of different formats and sizes.

Outsize or unusually shaped items

Where applicable, a box from amongst the range of NAA standard designs should be used. If no suitable box exists a box should be tailor-made for the item. All boxes should be constructed from corrugated paperboard which meets the National Archives archival quality standard. Particularly heavy or large items can have wooden crates specially constructed to house them. The wood should be varnished to seal it and the varnish should be well aired before the crate is put into use.

Maps, plans, charts and posters

These are stored in sturdy plan folders of board which meets the National Archives archival quality standard. Folders are stored in groups in plan cabinets. Particularly large items may require tailor-made rigid folders for storage on open shelving. Items which cannot be stored flat due to size should be rolled around a core and stored within a larger tube.

Audiovisual material (motion picture film, magnetic media) and microfilm

These are stored in boxes or 'film cans' of an inert plastic which has passed the Photographic Activity Test.

Still film (photographic negatives, transparencies)

These are stored either in boxes of inert plastic which has passed the Photographic Activity Test or corrugated paperboard which meets the National Archives archival quality standard. This material is always given a first level of protection in the form of enclosures of archival paper which has passed the Photographic Activity Test and/or sleeves or bags of inert plastic which has passed the Photographic Activity Test.

14.2 Southern Soccer Facility - Fourth pitch	
Report Reference	GC230725M14.2
Council Member	Councillor – Ian Crossland

MOTION

That Council:

1. **Notes the Cove FC proposal and funding request for $500,000 from the City of Marion.**
2. **Notes the total cost of the proposal to construct a fourth pitch at the Southern Soccer facility is estimated at $1 million.**
3. **Approves the proposal that the Cove FC will seek 50/50 grant funding. If successful matching funding up to $500,000 will be provided by the City of Marion.**

SUPPORTING INFORMATION

The Southern Soccer Facility (SSF) located on Majors Road was partially completed in April 2022. This $7 million dollar project received $4.5 million dollars from the City of Marion and $2.5 million from the State Government. Currently there are 3 completed soccer pitches out of the 4 pitches required to complete the overall project.

Although the project is staged the construction of the 4th pitch was not programmed into a business plan and it was determined that it would only be constructed once there was a documented requirement for a 4th pitch.

The Cove FC has grown significantly since the SSF opened. The new facility has allowed the club to expand its range of players to not only women's teams but also older players and people living with a disability. Each pitch has restricted usage (as demanded by the City of Marion) to maintain the grass surface and to prevent excess maintenance. To meet the growing demand Cove FC utilises a soccer pitch at Club Marion 2 nights a week and 1 day at the weekend. Junior players utilise Capella reserve oval for training.

Recently a deputation from Plympton Sports club highlighted the chronic shortage of oval and soccer pitch space for their membership. We were told that the clubs there had reached capacity and that a single oval was insufficient. They were also utilising ovals and reserves outside the city of Marion. The shortage of level playing surfaces across our Council restricts the growth of many sports particularly clubs attempting to support women's teams.

The construction of the 4th pitch at the SSF would see the Cove FC relocating to a single location. The club would re-assign their licence at Club Marion to the Plympton soccer of football club, and they would relinquish their licence at Capella Reserve oval to allow another sport to have 7 day a week use.

The investment of $500,000 by the City of Marion would see the SSF completed and would assist sport across the city.

I have attached a schedule of usage by the club (Attachment 1) and supporting letters from Amanda Rishworth MP (Attachment 2) and David Speirs MP (Attachment 3).

ATTACHMENTS

1. Attachment 1 - The Cove FC Training Schedule EXAMPLE WITH PITCH 4 ADDED [**14.2.1** - 1 page]
2. Attachment 2 - Letter of Support Cove FC from Amanda Rishworth [**14.2.2** - 1 page]

3. Attachment 3 - Email David Speirs [**14.2.3** - 1 page]

Response Received From	Unit Manager Property Strategy and Delivery – Mark Hubbard
Corporate Manager	Manager City Property – Thuyen Vi-Alternetti
General Manager	General Manager City Development – Tony Lines

STAFF COMMENTS

In relation to the Motion with Notice for the Pitch 4 at the Southern Soccer Facility (SSF) the following information is provided for Council Member's consideration. Given the timeframe to turn around this information, further investigation would be required to confirm some details.

Project Cost

- Cove FC has sourced a quote for the Pitch 4 works. The total value is $986,570 ex GST.
- Project cost considerations:
    - The quote is dated 23 November 2022, so an escalation rate would need to be applied at 4% pa, which could add $39,463 to the project cost.
    - There is no contingency allowance, which would add $73,993 (7.5%) to the project.
    - If Council were to manage the project, then professional fees (architect, geo-tech) would need to be added at $49,329 (5%).
    - Estimated revised project cost - $1.15M.
- The project budget allows for 100 lux lighting (training level), a further $60,000 would be required to fund 200 lux levels (competition level), which the Club has advised they would not need.
- These cost considerations are based on one quote sourced by Cove FC and not based on a design scope and cost estimate from Council.

Funding

- The Club has advised an intent to apply for a grant through the Office for Recreation Sport & Racing's (ORSR) Community Recreation and Sport Facilities Program (CRSFP). The last grant round had a total funding pool of $5,524,000 and a maximum amount of $500,000 available per project. The next grant round has yet to be announced however the ORSR website states the 2023-24 round is anticipated to open in the second half of 2023.
- There is currently no funding set aside for a fourth soccer pitch at the SSF in Council's adopted 2023-24 Annual Business Plan or adopted Long Term Financial Plan.
- The timeline for construction would likely be 2024-25 and indexed costs for construction are estimated to be between $1.2M and $1.25M. With potential external grant funding of $500,000, Council's required contribution is based on an estimate of up to $750,000.
- Council's capital contribution to the project would be funded through borrowings of up to $750,000 with annual repayments over the 10 years of the loan term estimated at $99,500 (interest $24,500 and principal of $75,000) to meet overall repayments of $995,000 including interest of $245,000.
- In addition, ongoing maintenance costs which will be funded through rates from 2025-26 is estimated at $50,000 initially during pitch establishment and $40,000 per annum ongoing from 2026-27.
- Rating Impact - The forecast increase in rates required in 2025-26 to meet the ongoing operational requirements and service the additional debt for this project equates to an increase of approximately 0.19%, increasing the currently forecast increase of 3.5% to 3.69%.
- Looking at this project in isolation, the impact on the adopted LTFP is manageable and the key indicators of Net Financial Liabilities Ratio, Debt Servicing Ratio and Operating Surplus Ratio all

remain within target bandwidths over the 10 years.
- Should Council wish to support this unfunded project the required funding should be considered in the next review of the unfunded initiatives list for prioritisation and inclusion in the draft 2024-25 Annual Business Plan and Long Term Financial Plan.

Lease

- Council has an existing lease with the Department for Environment and Water (DEW) for the parcel of land on Majors Road that already allows for a fourth pitch.
- Council would still need to seek approval from DEW for any planned works to the leased area.

Needs Analysis

- The Cove FC currently has 403 playing members.
- Cove FC utilises the three pitches at the SSF, and overflow licenced use of Capella Reserve and Club Marion.
- Cove FC currently uses Capella Reserve for training purposes only.
- In regard to needs, the club currently has a sufficient supply of pitches to cater for its existing participation base through the use of Club Marion and Capella Reserve.
- Cove FC would benefit from a fourth pitch to consolidate participation into one site to maximise the ability to generate additional revenues from the clubhouse and become further self-sustainable.

Unfunded Major and Minor Capital Works

- Council regularly receives requests to fund minor works or major developments from clubs and work is being done to develop improved processes and plans that can enable Council to make informed decisions on future investment based on an assessment of building and facility condition, risks, demand and opportunities.
- The CoMBAS was approved in early 2023 and staff will be completing a Sport and Recreation Strategy and a full Building Condition Audit (BCA) in the 2023-24 financial year with the aim to identify the short, medium and long term investment needs for minor works, major projects and maintenance.
- At the end of this process, towards April/May 2024, Members will be provided with findings to consider the priorities for future funding. This process will complement the annual CoMBAS Implementation Guide review process.
- There are currently several clubs and community unfunded projects that have been identified to date (prior to completing the Sport & Recreation Strategy and BCA) that may need to be considered when determining if the $500,000 - $750,000 investment into Pitch 4 is a priority need or opportunity beyond those other unfunded projects.
- Council will be considering the list of unfunded projects at a Council Member Forum in August 2023 which will allow all unfunded projects to be considered and prioritised at the same time.

The Cove FC

Training & Match Schedule - CURRENT

Day	Hrs	SSF Pitch 1	SSF Pitch 2	SSF Pitch 3	Capella Oval	Club Marion
Monday	5-5.30pm					
	5.30-6pm					
	6-6.30pm					
	6.30-7pm	Academies	Academies	Academies		Amateurs
	7-7.30pm	Academies	Academies	Academies		Amateurs
	7.30 - 8pm					Amateurs
	8-8.30pm					
	8.30-9pm					
Tuesday	5-5.30pm					
	5.30-6pm	U6/U7s	U9 & U10 Boys	U11 Boys	U12 Boys	
	6-6.30pm	U6/U7s	U9 & U10 Boys	U11 Boys	U12 Boys	
	6.30-7pm	Clear & Set Up	Clear & Set Up	Clear & Set Up		
	7-7.30pm	Mens Seniors	Womens Seniors	Mens U18s/Reserves	U17 Girls	
	7.30 - 8pm	Mens Seniors	Womens Seniors	Mens U18s/Reserves	U17 Girls	
	8-8.30pm	Mens Seniors	Womens Seniors	Mens U18s/Reserves	U17 Girls	
	8.30-9pm					
Wednesday	5-5.30pm					
	5.30-6pm	SOSA	Goal Keeper Training		U8s Boys	
	6-6.30pm	SOSA	Goal Keeper Training		U8s Boys	
	6.30-7pm		Clear & Set Up	Clear & Set Up	Clear & Set Up	
	7-7.30pm	U15 Girls	U13 Boys	U14 Boys	U15 &U16 Boys	Amateurs
	7.30 - 8pm	U15 Girls	U13 Boys	U14 Boys	U15 &U16 Boys	Amateurs
	8-8.30pm	U15 Girls	U13 Boys	U14 Boys	U15 &U16 Boys	Amateurs
	8.30-9pm					
Thursday	5-5.30pm					
	5.30-6pm	U6/U7s	U12 Boys	U9 & U10 Boys		
	6-6.30pm	U6/U7s	U12 Boys	U9 & U10 Boys		
	6.30-7pm	Clear & Set Up	Clear & Set Up	Clear & Set Up	U11 Boys	
	7-7.30pm	Mens Seniors	Mens U18s/Reserves	Womens Seniors/U17s	U11 Boys	
	7.30 - 8pm	Mens Seniors	Mens U18s/Reserves	Womens Seniors/U17s		
	8-8.30pm	Mens Seniors	Mens U18s/Reserves	Womens Seniors/U17s		
	8.30-9pm					
Friday	5-5.30pm					
	5.30-6pm	Minis Girls	U8 Boys	Masters	SOSA	
	6-6.30pm	Minis Girls	U8 Boys	Masters	SOSA	
	6.30-7pm	Clear & Set Up	Clear & Set Up	Clear & Set Up	Clear & Set Up	
	7-7.30pm	U15 Girls	U15 Boys	U16 Boys	U13 & U14 Boys	
	7.30 - 8pm	U15 Girls	U15 Boys	U16 Boys	U13 & U14 Boys	
	8-8.30pm	U15 Girls	U15 Boys	U16 Boys	U13 & U14 Boys	
	8.30-9pm					
Pitch Training Hours		9	9	9	8	3
Add - Pitch Match Hours Sat/Sun		6	6	6	2	2
Total Pitch Hours		15	15	15	10	5

Training & Match Schedule - WITH PITCH 4

Day	Hrs	SSF Pitch 1	SSF Pitch 2	SSF Pitch 3	SSF Pitch 4 + Side Area
Monday	5-5.30pm				
	5.30-6pm				
	6-6.30pm				
	6.30-7pm	Academies	Academies	Academies	Growth
	7-7.30pm	Academies	Academies	Academies	Growth
	7.30 - 8pm				
	8-8.30pm				
	8.30-9pm				
Tuesday	5-5.30pm				
	5.30-6pm	U8s Boys	U9 & U10 Boys	U11 & U12 Boys	U6/U7s
	6-6.30pm	U8s Boys	U9 & U10 Boys	U11 & U12 Boys	U6/U7s
	6.30-7pm	Clear & Set Up	Clear & Set Up	Clear & Set Up	Clear & Set Up
	7-7.30pm	Mens Seniors	Womens Seniors/U17s	Mens U18s/Reserves	Amateurs x 2 (Growth)
	7.30 - 8pm	Mens Seniors	Womens Seniors/U17s	Mens U18s/Reserves	Amateurs x 2 (Growth)
	8-8.30pm	Mens Seniors	Womens Seniors/U17s	Mens U18s/Reserves	Amateurs x 2 (Growth)
	8.30-9pm				
Wednesday	5-5.30pm				
	5.30-6pm	SOSA	Goal Keeper Training	Growth	Growth
	6-6.30pm	SOSA	Goal Keeper Training	Growth	Growth
	6.30-7pm		Clear & Set Up	Clear & Set Up	Clear & Set Up
	7-7.30pm	U15 Girls	U13 Boys	U14 Boys	U15 &U16 Boys
	7.30 - 8pm	U15 Girls	U13 Boys	U14 Boys	U15 &U16 Boys
	8-8.30pm	U15 Girls	U13 Boys	U14 Boys	U15 &U16 Boys
	8.30-9pm				
Thursday	5-5.30pm				
	5.30-6pm	U8 Boys	U11 & U12 Boys	U9 & U10 Boys	U6/U7s
	6-6.30pm	U8 Boys	U11 & U12 Boys	U9 & U10 Boys	U6/U7s
	6.30-7pm	Clear & Set Up	Clear & Set Up	Clear & Set Up	Clear & Set Up
	7-7.30pm	Mens Seniors	Mens U18s/Reserves	Womens Seniors/U17s	Amateurs x 2 (Growth)
	7.30 - 8pm	Mens Seniors	Mens U18s/Reserves	Womens Seniors/U17s	Amateurs x 2 (Growth)
	8-8.30pm	Mens Seniors	Mens U18s/Reserves	Womens Seniors/U17s	Amateurs x 2 (Growth)
	8.30-9pm				
Friday	5-5.30pm				
	5.30-6pm	Minis Girls	Growth	SOSA	Masters x 2 Growth
	6-6.30pm	Minis Girls	Growth	SOSA	Masters x 2 Growth
	6.30-7pm	Clear & Set Up	Clear & Set Up	Clear & Set Up	Clear & Set Up
	7-7.30pm	U15 Girls	U15 Boys	U16 Boys	U13 & U14 Boys
	7.30 - 8pm	U15 Girls	U15 Boys	U16 Boys	U13 & U14 Boys
	8-8.30pm	U15 Girls	U15 Boys	U16 Boys	U13 & U14 Boys
	8.30-9pm				
Pitch Training Hours		9	9	9	9
Add - Pitch Match Hours Sat/Sun		6	6	6	6
Total Pitch Hours		15	15	15	15

From: Black EO <Black@parliament.sa.gov.au>
Sent: Wednesday, January 4, 2023 1:46 PM
To: Phil Hole <chairman@thecovefc.com>
Subject: RE: The Cove FC - Pitch 4 Grant Application

Dear Mr Hole,

Thank you for your email updating me on your Pitch 4 grant application with the City of Marion. I apologise for the delay in getting back to you about this matter. Unfortunately the Christmas season is a particularly busy one for me and as I like to personally deal with each of my constituent and community group enquiries/requests, it does mean that a backlog can build up at these more hectic times of year! Again, apologies for taking this length of time to respond.

I was also disappointed to read that your application was not supported or progressed by the City of Marion. Please be assured that I will always support the club in their endeavours to expand into the future.

Again, thank you for keeping me up to date and I look forward to continuing to support Cove FC this year.

Yours sincerely,

David Speirs MP
Member for Black
Leader of the Opposition

(08) 8296 9833 | PO Box 121, Brighton SA 5048 | www.davidspeirs.com.au |
Black@parliament.sa.gov.au

Office location: 3/1 Zwerner Drive, Hallett Cove SA 5158

15 Questions With Notice - Nil

16 Motions Without Notice

17 Questions Without Notice

18 Confidential Items

18.1 Cover Report - Confirmation of Minutes of the Confidential Special Finance, Risk and Audit Committee Meeting held on 20 June 2023	
Report Reference	GC230725F18.1
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REASON FOR CONFIDENTIALITY

Local Government Act (SA) 1999 S 90 (2) 3

(b) information the disclosure of which (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and (ii) would, on balance, be contrary to the public interest
(i) information relating to actual litigation, or litigation that the council or council committee believes on reasonable grounds will take place, involving the council or an employee of the council

RECOMMENDATION

That pursuant to Section 90(2) and (3)(b) and (i) of the Local Government Act 1999, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Unit Manager Governance and Council Support and Governance Officer, be excluded from the meeting as the Council receives and considers information relating to Confirmation of Minutes of the Confidential Special Finance, Risk and Audit Committee Meeting held on 20 June 2023, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information and ongoing litigation.

18.2 Cover Report - Community Bridging Services (CBS) Licence Request	
Report Reference	GC230725F18.2
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager City Property – Thuyen Vi-Alternetti
General Manager	General Manager City Development – Tony Lines

REASON FOR CONFIDENTIALITY

Local Government Act (SA) 1999 S 90 (2) 3

(b) information the disclosure of which (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and (ii) would, on balance, be contrary to the public interest

RECOMMENDATION

That pursuant to Section 90(2) and (3)(b) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Manager City Property, Unit Manager Property & Facilities, Team Leader Property, Manager Community Connections, Property Officer, Unit Manager Governance and Council Support and Governance Officer, be excluded from the meeting as the Council receives and considers information relating to Community Bridging (CBS) Services Licence Request, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information including financial figures.

18.3 Cover Report - Marion Administration Centre Internal Fit-out Project - Section 48	
Report Reference	GC230725F18.3
Originating Officer	Executive Officer to General Manager City Development – Mina Caruso
Corporate Manager	Manager City Property – Thuyen Vi-Alternetti
General Manager	General Manager City Development – Tony Lines

REASON FOR CONFIDENTIALITY

Local Government Act (SA) 1999 S 90 (2) 3

(b) information the disclosure of which (i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and (ii) would, on balance, be contrary to the public interest

RECOMMENDATION

That pursuant to Section 90(2) and (3)(b) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Manager City Property, Unit Manager Property Strategy & Delivery, Unit Manager Governance and Council Support and Governance Officer, be excluded from the meeting as the Council receives and considers information relating to Marion Administration Centre Internal Fit-out Project – Section 48, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information including financial figures and concept designs.

18.4 Cover Report - Marion Arena - Verbal Update	
Report Reference	GC230725F18.4
Originating Officer	Business Support Officer - Governance and Council Support – Cassidy Mitchell
Corporate Manager	Manager Office of the Chief Executive - Kate McKenzie
General Manager	Chief Executive Officer - Tony Harrison

REASON FOR CONFIDENTIALITY

Local Government Act (SA) 1999 S 90 (2) 3

(d) commercial information of a confidential nature (not being a trade secret) the disclosure of which (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and (ii) would, on balance, be contrary to the public interest

RECOMMENDATION

That pursuant to Section 90(2) and (3)(d) of the *Local Government Act 1999*, the Council orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager City Services, General Manager Corporate Services, Manager Office of the CEO, Manager City Property, Manager City Activation, Unit Manager Governance and Council Support, and Governance Officer, be excluded from the meeting as the Council receives and considers information relating to Marion Arena – 262a Sturt Road, upon the basis that the Council is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial information supplied by a third party.

19 Other Business

20 Meeting Closure

Council shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.